WORLD-WIDE

AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY
AIR CARGO MAGAZINE

In This Issue

Guest Air Cargo Editorial No. 19
Why You Should Ship by Air
Don't Get Caught with Your Licenses Down!
Flexibility Pays Off
Lesson in Air Shipping No. 2
Markets for Airborne Seafoods
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MAY
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AIR CARGOREELS

BRISTOL FREIGHTER, in the service of Airwork, Ltd., British air freight carrier (above), prepares to accept a truckload of cargo for some foreign destination. Note the yawning cargo doors in the nose of the plane. The Freighter is one of the Continent's foremost cargoplanes.

↖ PLANE-IN-PLANE pictures are commonplace these days, but the gimmick in this one is that the single-engine Fairchild monoplane moving into the Panagra DC-4 is the one with which the airline pioneered United States commercial aviation in South America 20 years ago. Consigned to the National Air Museum in Washington, D. C., it was hauled from Lima, Peru, to Miami by Panagra.

← THAT AIRBORNE TELETHRIFT service deal Continental Air Lines has with Sears Roebuck has been paying dividends for several years. Here's a wide assortment of merchandise, ordered by Sears' customers, loaded about a Continental *Skyfreighter* in Kansas City for delivery.

← LARGEST SINGLE-UNIT shipment ever airfreighted by a commercial carrier, this 14,200-pound steel skeg was flown by Seaboard and Western Airlines from New York to Rome. The skeg (lower stern frame), 18 feet long, with a seven-foot projection, filled an emergency need for the Italian oil tanker, *Ambronia*, which was damaged and disabled in a collision in the Mediterranean Sea.

← NOT YET ABLE to try their own wings, these baby chicks were flown thousands of miles by United Air Lines. Millions of baby chicks are airshipped every year, going from hatcheries to poultry farms in all parts of the country.

← 1,860-POUND MIDGET CAR, of British manufacture, driving up the ramp and into one of Pan American World Airways' C-46 all-cargo planes. It was flown to Kingston, Jamaica, from Miami. This is frequent cargo.

AIR TRANSPORTATION

The world's first and only air cargo magazine

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, $5.00 for one year, $8.00 for two years, and $11.00 for three years; foreign countries, $6.00 for one year, $10.00 for two years, and $14.00 for three years.

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COVER

International traffic in airborne flowers, as symbolized by a Lockheed *Constellation* flying over Holland, land of tulips.

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AND HIS

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Guest Air Cargo Editorial No. 19

By **M. P. BICKLEY**
Manager of Cargo Sales
United Air Lines

M. P. BICKLEY

AIR CARGO is far from a stationary business. Ever changing economic conditions are forcing the industry to retain its flexibility, its inventiveness, and its know-how. But, these new conditions should be met, and successfully, this year.

We expect our air freight volume to show a substantial increase over the record year of 1948 when we flew approximately 20,000,000 freight ton-miles. But, though our volume increases, the commodities making up the total are expected to shift considerably during the year, and in fact, already have begun to do so. The air freight honeymoon in many products is just about over.

For example, the heavy volume of automotive parts moving by air freight is declining as production catches up with demand, and stockpiles begin to grow across the country. However, we expect increased volume of other commodities to more than take up the slack.

The upward trend of one such product—television—is evident. The shipment of tuning devices and coils will rise as demand grows across the country. The laying of the coaxial cable connecting the Middle West with the East brought just such a demand.

Other products, such as a new tailor's press developed by a West Coast firm, may be distributed entirely by air freight. New plastic and electronic products will lend themselves to shipment by air freight because they, as new products, must be distributed in the shortest possible time to meet the competition of older, more established products in today's highly competitive markets.

We also expect the movement of baby chicks to double or triple in the near future as a result of recent meetings of airline officials and the International Baby Chick Association. The basis for this increased volume is the great speed of air transportation and the virtual elimination by the airlines of chick mortality.

One of our major efforts this year will be to raise Eastbound air freight to the level of traditionally heavy East-to-West shipments.

The significant shift of population to the Pacific Coast, plus the location of new industry in these areas will do much to correct the situation. While this new industry is mostly of a small nature, its growth should mean more air freight for the airlines.

Increased volume, outside of manufactured products, is expected particularly in flowers and perishables as midwestern and eastern localities become accustomed to the excellence of many of the West Coast products, successful delivery of which can only be accomplished by air freight.

One interesting development is the willingness of many West Coast firms to absorb the difference in air freight charges over surface costs in order to more effectively compete in midwestern and eastern markets. This new procedure means that many retail outlets in these areas can handle west coast products very effectively and profitably in competition with local products.

While many business analysts and many top executives expect a minor recession or at least a shaking out period, the air freight industry should continue its growth. For, in my opinion, such a period could easily mean an increase in air freight volume. A decline in the general level of business activity would force many businesses to maintain low inventories and develop rapid turnover. And air freight is the perfect medium through which both can be obtained.

One phase of air cargo which offers special attractions to competitive, economy-minded shippers is air parcel post. Many firms, such as Western Electric Company of Kearny, New Jersey, have adopted air parcel post as a standard distribution method for parts, instruments and various other items weighing up to 10 pounds. The shipments made from Western Electric to outlets across the country have evoked comments about the amazing speed with which they were handled and the excellent condition of the merchandise upon arrival.

Volume of air parcel post handled by the airlines has been steadily growing since it was inaugurated last September 1. I believe that eventually a large percentage of all light parcels will travel by this method. Another interesting development in the postwar air cargo world is the great expansion in international air freight, both from this country to foreign points and within foreign countries themselves.

The future of air cargo is assured as long as the industry is alert and remains progressive and does not hesitate to go out and find its own business.

But, before air cargo can consolidate its present gains, and above all, before any permanent sound growth can take place, four things must occur:

1. There must be economic stability within the industry and rates must be adequately compensatory.

2. A real cargo airplane capable of carrying heavy loads with low operating costs must be developed.

3. Better cargo handling techniques and procedures must be established.

4. Pickup and delivery services must be improved.

If you're not taking advantage of the international air cargo services, here's . . .

Why YOU Should Ship by Air

By George L. Strehlke
District Sales Manager, Chicago
Pan American World Airways

I AM an air transportation salesman. I sell both passenger and cargo services and I can say right now that air cargo is the easier one to sell.

To promote passenger business, a salesman has to know all about hotels, bathing beaches, sightseeing opportunities, interesting legends, etc., of almost all the countries in the world. Further, he must know how to emphasize the dramatic and fascinating. It calls for eloquence and persuasiveness.

Not so with air cargo. Air cargo selling is a factual job done with a lead pencil. The prospective buyer is not at all interested in the meal service on airplanes or the glamorous stewardess and any talk about remote and fascinating places leaves him cold. He only wants to know three things:

1. **How dependable is it?**
2. **How fast is it?**
3. **How much does it cost?**

Let's discuss these three points.

Dependability: International air cargo has definitely come of age. It is a large-scale transportation industry thas has proved itself to be reliable and capable of doing the job. Witness the tremendous success of the Berlin airlift.

Almost everything is being moved by air cargo. We are carrying cattle, horses, hides, bananas, tomatoes, etc. It is hard to name an item, if it has any intrinsic unit value at all, that is not being carried somewhere by air. The dependability of this type of transport is definitely established.

Of course, some air transport companies do a better job than others. There is a terrific argument regarding the relative merits of the scheduled carriers as against the non-scheduled carriers, yet many non-scheduled carriers are doing very well indeed. The foreign trader has to make up his own mind as to which companies can give him the best service. He will be guided by certain very obvious considerations. He will want to know how much cargo lift is offered on a given route, because an organization doing a volume business is less apt to accumulate backlogs. He will be influenced by the experience, know-how, and management offered to him, all of which mean that he will have to weigh carefully the claims of the various competing carriers and use his own good judgment.

Speed: The fundamental difference between foreign trade and domestic trade can be expressed in terms of inventories. Heretofore, those engaged in foreign trade had been faced with the necessity of carrying a four-, six-, or even 10-month inventory because of the slowness and irregularity of transportation. The importer must not risk the chance of being caught without merchandise, because he certainly does not want to turn over the market he has so carefully built up to his competitors by default.

George L. Strehlke

But these big inventories are liabilities.

A distributor who tries to compete in today's fast-moving business world is handicapped by big inventories. He is like a boxer trying to fight a battle with his feet tied together. He is a setup for his opponent. His assets are frozen. A sudden break in the market can be ruinous. He cannot take advantage of odd lots or other bargain offers. There is no way for him to try quickie deals which might open unusual profit opportunities. Modern merchandising is basically the science of inventory control, and until the importer can take advantage of it he is still doing business in the oxcart age. Let me illustrate.

There was a store in Caracas, Venezuela that did not carry women's ready-to-wear clothing because of the time lag in getting merchandise from New York. Sometimes the styles actually changed before an order was received. Very often the items that sold well in New York had to be marked down in Caracas. There is so much grief with this stylized merchandise that the store had given it up, but with the advantage of air cargo all this is changed. Now they operate a small inventory turning over

quickly. They have built up a flourishing business in women's ready-to-wear and the extra cost of this new transportation has averaged only about 40 cents per dress. In this case, air cargo made their business possible.

This story follows a familiar pattern. I could repeat many variations of it. The substance is that air cargo, because of its speed, has eliminated the great hazard to importers—the big inventory.

Cost: Air cargo rates are dropping rapidly, probably faster than most shippers realize. That is why we call it air cargo, instead of air express. We are definitely in the mass cargo business.

Let me quote a few of our new rates. Food stuffs, electrical, or household appliances, machinery, automotive parts, and textile products now move from New Orleans to Guatemala at 14 cents a pound, and to San Salvador at 15 cents a pound in lots of 100 pounds or more.

One thousand pound shipments to New Orleans from Guatemala now only cost 15 cents a pound. From San Salvador to New Orleans, 16 cents a pound; and from Mexico to Houston, it is only 8.4 cents a pound. In lots of 5,000 pounds, the rate from Guatemala to New Orleans is nine cents a pound, and from Mexico to Houston, five cents a pound.

I'll say further that this is a trend; you will see more such rates between all parts of the world. We figure that any shipment with intrinsic value of one dollar per pound can be carried profitably by air cargo.

But rates do not tell the whole story. Often the surface rates are lower than air cargo rates, but there are many other contingent expenses that must be considered. There is the matter of packaging. Surface transportation requires big crates and boxes that can protect the shipments en route, and often they must be waterproof. They are expensive and heavy. No such packing is necessary for air cargo; we take the stuff as it is. Ordinary paperboard boxes generally suffice.

Then there is the matter of pilferage. Pilferage is universal, but the biggest losses are sustained on surface transportation. It is not that the employees around the airports lack the yen to steal—they just lack the opportunity. Of course, the importer is protected by insurance from such losses, but that isn't what he wants. He cannot build a business or protect a market by cashing insurance claims. There is no profit in that. No matter how you figure it, pilferage is a serious detriment to trade.

There are many other extra costs connected with surface shipping which figure very little, if at all in air cargo. I am thinking of the warehousing so often necessary at points of embarkation or debarkation, of the drayage between the railheads and wharves, of the extra brokerage expenses and other miscellaneous charges.

All of this is simply a matter of arithmetic, and that is the way we sell air cargo. We have a form, which lists all the possible expenses involved in a shipment. There are two columns; one is for surface, and the other for air. We take figures from the shipper's own files and add them up. That is all there is to it. You would be surprised to know how often air cargo actually costs less than surface transportation. When it costs more, the importer must make up his mind whether the extra dependability, safety, speed, and the resultant smaller inventory, is worth the little extra cost.

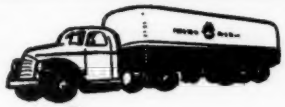
Generally, the decision is an easy one.

Importers and exporters all over the world are turning to air cargo in great numbers, and the volume is becoming enormous. My own company, Pan American World Airways, has multiplied its fleet of cargoplanes by four in the past half-year. That is a terrific expansion, but we have just started.

THE END

Transportation by

MOTOR



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A hard-hitting article which we feel will be read with a great deal of interest by importers, exporters, and traffic men

Don't Get Caught With Your Licenses Down!

By OLIVER E. ZIMMERMANN
Regional Export Manager
General Foods Corporation

YOU can't be an exporter by staying in your office, whether it's in Paduka, Peoria, or on Park Avenue. And whether you're a big octopus in the field, or a peanut stand, you've got to do the same thing.

If you want to export, you've got to know your markets—thoroughly; you've got to know your dealers and their problems—intimately; and you've got to provide service and good quality merchandise—definitely.

If you don't know your markets, how can you give your dealers or customers what they want? How will you know if your products are on the shelves or gathering dust in warehouses or storage rooms? Whether the market prefers round packages or square ones? Or whether your competitor has actually stolen a beat on you because of his more intimate knowledge of the state of things?

There are problems in the export business today that we certainly never had years ago. There are conditions and circumstances that may choke off what seemed to be an excellent market without warning. A new field of action for you may open up with hardly any advanced notice. Exchange problems, and many other factors that are susceptible to momentary change, demand that you be right up to the minute in your knowledge of these conditions so that you aren't caught with your licenses down, and so that you may even be ready and able to take immediate advantage of new developments.

But in order to do this, you'll need information that you won't get by sitting at your desk in the home office reading letters and reports from your foreign correspondents and agents. As a matter of fact, when you do get a letter from overseas, it's vitally important that you know how to interpret the information intelligently. And when you write back, it's important that you write sensibly, with full understanding and appreciation of the problems involved. This can only be done on the basis of first-hand information. And the only way to get it is to go out after it.

Oliver E. Zimmermann

When your domestic sales manager in Chicago has a particular problem in New Orleans, he doesn't just write a letter about it. He flies down there in a hurry. He finds out exactly what the trouble is. He talks with your people down there, with jobbers, retailers, customers, anyone who can help him get at the root of the problem and come up with the best solution. When he's back at his desk in Chicago and gets a letter from New Orleans, he really knows what it's all about. He can then answer that letter on the basis of understanding and first-hand knowledge, and will be a real help to his people, not a stumbling block.

It's the same thing in foreign markets. One visit can take the place of dozens of letters, back and forth for months. But it's infinitely more difficult in overseas operations because you're dealing with different countries; different mediums of exchange (and sometimes no exchange); different peoples with vastly different tastes, desires, prejudices, and habits. You're competing with foreign manufacturers or representatives who operate under different standards and sometimes with definite advantages, and you have to sell the United States and our way of life, as well as your product.

The personal contact, I feel, is by far the most important merchandising device in export sales. There are no secrets to a successful overseas operation. Whether you're handling cement mixers or Post Toasties, *you've got to go out and sell.* You've got to sell yourself and your product to those who are handling it. And you've got to give them the assurance of your cooperation, and the advantage of your technical know-how.

We take it for granted without a second thought that a salesman must have a broad and intimate knowledge of the products he sells. But you have to pass on this valuable information to your repesentatives in the foreign field. You have to give the storekeeper who handles your line every bit of knowledge he should have about your products. You have to give him all the available sales

aids, every tool at your disposal, that will help place your goods ahead of the others on the market.

If you've sent over literature and merchandising aids, you have to make sure that your people there know how to use them and get the most out of them. And most important, you have to do everything you can to assure your foreign representative that you are genuinely interested in his welfare as a business associate, and that you will do whatever you can to assist him during these confused and difficult years.

I have heard some foreign traders say that they can't do business because of the shortage of exchange, and therefore there's no point to visiting foreign markets until there's more certainty that they can actually make sales. To me, this is a big mistake. It's your duty to call on the field, *now*, when things are tight and tough.

You should let these people know that you don't come out only when the sun is shining, but that you're not afraid to get your feet wet in the rain. Even though the foreign trade barometer says there's going to be heavy weather for a while, you should show your man over there that, in spite of the lack of exchange, you will work with him. Even help him, if you can, to get something to carry him along. You'll find that you're making a good friend. He won't forget your assistance, and when he gets exchange, he'll remember you. Don't forget that many times your competitors have just as much to offer as you do. But the customer will remember *you* and because of your past interest will buy your products.

The exporter who is up against the exchange problem should not give up, but should become a salesman for foreign trade itself. He can sell his foreign customers on buying raw materials, which are certainly needed These can be resold and with the exchange credits the men over there can buy your finished goods. The exporter also has to sell this country on increased imports, so that more exchange will be available to buy our products. Here is where international air freight plays so important a part.

Note the ECA labels on a good portion of this cargo of 246 individual packages flown by Sabena Belgian Airlines to destinations in Europe and Africa. Weighing more than three tons, the largest single item in this cargo was a streptomycin shipment of 2,600 pounds ta Vienna. Other streptomycin consignments were hauled to Yugoslavia, Rumania, Hungary, Israel, Greece, and Morocco. Joining these shipments were diamond cutting wheels, new and second-hand dresses, nylons, electric lamps, telephone materials, lubricating oil samples, plastic molding powder, motion picture film, a self-contained pumping system, heating units for boilers, aircraft and automotive parts, magazines, catalogs, canned meat, hearing aid accessories, radio tubes, diesel engine parts, leather belting, surgical appliances, a table leg, chocolate coating samples, and ball point pens—to consignees in Belgium, Czechoslovakia, Italy, Switzerland, and the Congo.

This is easy enough to say, I know. But it's also easy to sit back and let someone else go out and do the dirty work and become the hero. It isn't easy to go out yourself and sell an idea and fight indifference in order to achieve what we know must be done for world trade. We must impress the people on the streets with the importance of increasing our imports. We must even create in the minds of our own management an understanding of the importance of increasing imports. If we don't do this, the money we're lending and sending abroad just can't create the dollar exchange we must have in order to keep our foreign trade alive.

In the old days, it was hard to get out in the field and do these things. My first trip to Buenos Aires took 24 days. Today, you can fly to that city in two days. A trip to Australia used to be a

(Continued on Page 26)

THE LABEL OF PERFECT AIR CARGO PACKING

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FLEXIBILITY PAYS OFF

WHEN THE PASSENGER'S AWAY, cargo comes into play—at least that's the way Northwest Airlines figures it in its new coast-to-coast DC-4 tourist service.

Folding and collapsible seats, similar in design to the usual comfortable airline seats, have been developed by NWA engineers to give the line maximum utility in cargo-passenger operation. The seats, which fold up against the cabin walls, are anchored to a lower beam running the length of the cabin. They can be locked to an upper beam running above window level. Special plates serve as locking devices.

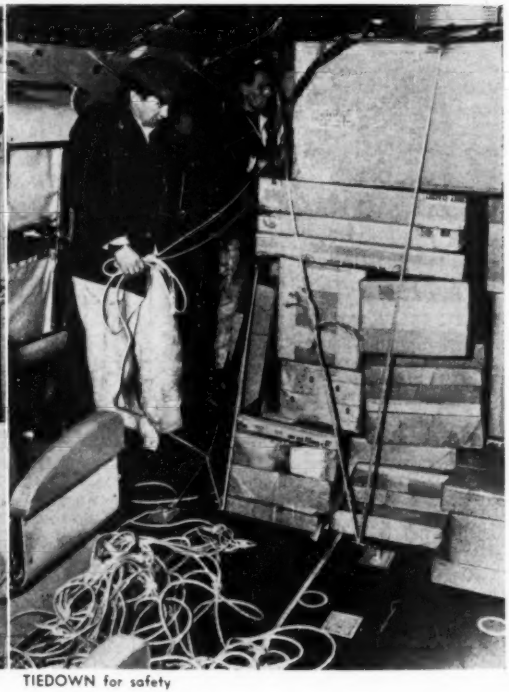
The usual fixed racks above the seats have been replaced by tubular framework with webbing. It is possible to collapse these against the walls when seats are folded. The coat compartment near the plane door is a casualty of the new design. NWA says:

"Variance in cargo loads is anticipated by rearrangement of the cargo compartments, located up front just back of the cockpit. The right position remains the same, but the left has been changed to provide seats for three passengers if needed. This has been done by providing a double-seat folding unit and a single fixed seat.

"Flexibility in handling cargo has been expanded still further by the use of two fixed bulkheads and a removable door. If the cargo is light in ratio to passengers, three passengers can be seated up front at the left, cargo is put in the right compartment, and the door is attached to the forward bulkhead. If cargo is heavy, the loads fill both right and left forward compartments, and the door is fastened to the aft bulkhead."

UP GO the seats

IN COMES the cargo



TIEDOWN for safety

No. 2—PACKAGING

VERIFIED CASE HISTORIES TO HELP THE SHIPPER

Delta: Shrimp

Correct packaging is important not only to an airline engaged in the air freight business, but to the shipper, who is concerned with receiving the fastest and most efficient service at a minimum cost.

Delta Airlines has met the problem of packing fresh seafoods by securing special containers which provide safe transportation for the perishable delicacies. Now, for example, shrimp comes housed in paraffin boxes, 10 or 12 of which are placed in large cardboard cartons with dry ice packed between, capable of keeping the shrimp fresh for a minimum of 24 hours. The carton itself is sealed with tape, making it entirely airtight. About 75 pounds of shrimp can be packed in one container, and it is estimated by Virgil Cooper, Delta's assistant air cargo traffic and sales manager, that 30,000 pounds a month is sometimes carried over the Delta system.

Nor is the airline limiting itself to the shipment of shrimp, for correct packaging procedures enable it to accommodate such perishables as strawberries, oranges, and fresh vegetables.

•

KLM: Frozen Foods, Etc.

By intelligent packing of air cargo shipments, charges can be severely reduced.

After the war, KLM Royal Dutch Airlines was faced with the following question: "Should we promote an educational campaign design to acquaint the shipping public with the economical value of lighter packing or reduce shipping rates?" In order to arrive at a competent decision, a Research Bureau was set up at Schiphol Airport in Amsterdam, and a thorough study of the problem was made by various cargo experts in the United States. As a result of the combined study, new packaging was designed.

Outstanding examples of commodities which have benefited by the new packaging methods are: frozen foods packed in cardboard boxes and dry ice; cut flowers packed in the same manner but with a constant flow of oxygen; ready-made clothing in special textile containers and hangers; fresh fish, lobster, eels, and oysters in special insulated containers.

KLM does not provide the shipper with packaged material, but after many experiments in packing and realizing its importance, KLM is able to assist the shipper by giving thorough packing advice.

•

Northwest: Silk & Dresses

Air shipments of many cargo items from the Far East to New York by Northwest Airlines are demonstrating the economy of such a mode of travel in at least one important respect—lightness of packaging.

Bolts of silk, for example, are placed aboard a plane at Tokyo, flown without further handling to Minneapolis-St. Paul, where they go through customs. Then they are put aboard a cargo plane and flown to New York. The amount of handling involved is so scant that the silk is wrapped, lightly but durably, in brown paper. Previously silk shipments, going by ship and train, were heavily boxed, and the weight of these boxes added considerably to the expense of the shipment.

Another shipment typical of light packaging for air travel involves baby dresses made by Filipinos and flown from Manila by Northwest to Minneapolis-St. Paul and thence to New York. These dresses travel in light fiber boxes which weigh considerably less than wooden boxes.

•

Trans-Canada: Seafood

Through packaging, seafood dealers in the Maritime Provinces of Canada have been able to ship their products further inland than ever before by utilizing air cargo and have found it pays to do so, for they save on the costs of containers and at the same tiem cut down the gross weight of shipments.

Comparison shows that packing for

(Continued on Page 27)

BEAUTY and the giant king crab—airborne, of course!

FRESH FISH loaded into an American Airlines airfreighter.

Markets for Airborne Seafoods

By

Dr. Spencer A. Larsen

Dr. William Reitz

Katherine K. Burgum

PART IV

SALT water fishing boats remain at sea anywhere from a day or two to a week or longer, filling their holds with the catch. Upon their return to port, the fish are sold at auction to primary wholesalers, who in turn sell them to secondary wholesalers or distributors all over the country. There is no assurance that the fish first caught at the start of a 10-day expedition at sea are not subsequently destined to make a long overland journey to their ultimate retail outlet. Thus the quality of so-called "fresh" fish offered consumers in the Midwest fluctuates considerably; the fish may be somewhere between four- or five-day old specimens and 10- to 15-day old offerings. This, of course, varies greatly with the species of fish, the fishing operation, the production center, the supply of fish at sea, the method of transportation, etc.

What is the experience of the poor fish which had the misfortune to be among the first enmeshed in the nets of a deep sea fishing vessel and subsequently ordered to an inland destination? More often than not, it is dispatched via truck or rail express to the interior of the continent, packed in wooden boxes containing flaked ice. Throughout this long journey, the melting ice is continuing the process begun on the fishing boat, that of leaching out a large portion of the valuable minerals and protein matter with which nature originally endowed the species. So while the ice is beneficial in retarding decomposition, it is performing an iniquitous function of its own which has an adverse effect upon the value of the product.

Even this journey by surface carrier is not without its hazards. So complex are the regulations governing the trucking industry that on long hauls it sometimes is necessary to transfer the cargo several times, a process which makes for delays and further jeopardizes the maintenance of safe temperature control. Shipment via rail sometimes carries with it the need for re-icing of the cargo en route. A delay in this operation can be, and sometimes is, ruinous, particularly if the delay takes place at terminals where visitation by flies may occur.

Having completed its journey, the rapidly aging fish is re-iced at the plant of the secondary wholesaler and after its stay of a day or so in this new surrounding is transported by local cartage to the refrigerated or iced showcase of the retail merchant or to the restaurant icebox, there to await the whim of the consumer. This whim is most likely to strike the fish-eating public on Thursday or Friday. Should the fish have the misfortune to reach its destination on a Saturday or a Monday, the ensuing delay has further deleterious effect on its physical fibre.

Anyone who makes an intimate study of the production and distribution of seafood is likely to be driven to the conclusion that higher standards of sanitation would be appreciated by the public as well as redounding in benefits to the fishery industries. Pitchforking of fish, for example, is still a common practice. Surely the bacteria that may be present on a single fish so handled may be transmitted to an entire shipment, just as the blight on a single potato can be spread throughout an entire seed supply, unless the knife used in cutting sets is sterilized frequently.

It is not uncommon, moreover, to see fresh fish on docks and shipping platforms swarming with flies; and a more generous amount of hot water, soaps, and germicides could be used to advan-

tage in cleaning up a great many fish processing houses. To this may be added that too few instruments for checking temperatures of fresh fish are to be found in the fishery industry. Not once—and countless inquiries have been made—have the authors found in a fish production establishment a pulp thermometer, an instrument used to pierce an object for the purpose of determining its internal temperature.

Even at the retail level, conditions are not always ideal for the preservation of this highly perishable produuct. Some retail outlets still persist in displaying fish in open bins, where the warmth of the shop or the rays of the sun exert destructive forces and where flies and dust may collect at random.

Occasionally, whole shipments of "fresh" fish to interior cities are found to have become so spoiled that they are fit only for consumption by pigs or for conversion into fertilizer. The question arises: How close to the confiscation level are some of the acceptable shipments?

The foregoing is not heresay. The authors have seen these conditions in the major fish producing areas and believe, therefore, that conditions as stated are fairly representative rather than exceptional in the industry. Obviously, sanitary considerations are important factors affecting the quality and, in turn, the market for seafood.

Is it any wonder, then, that consumers are turning increasingly to the frozen product, when they purchase fish at all? While the foregoing presents rather a dismal picture of present-day shipping and marketing of fresh fish, it is not an exaggerated account and does serve to emphasize the effect of the time-distance factor on the quality of the product.

That consumers are aware of this effect is shown conspicuously in surveys made in Kansas City, Chicago and Detroit, where the polltakers went into hundreds of homes and restaurants to obtain their information. Asked bluntly why they did not buy fresh fish oftener

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consumers gave eight reasons with clocklike regularity, but two reasons led all the rest: poor quality and high price.

That the trade is cognizant of consumer reaction to quality and price is evidenced in the fishing industry trade journals, where some anxiety on both counts is expressed repeatedly by fishing fleet operators, processors and primary and secondary wholesalers.

There is reason to believe, however, as will be discussed later in more detail, that some objections to high prices might fade in the face of marked improvement in he quality of fresh fish.

The other six reasons, given with greatest frequency, are (1) unsanitary marketing conditions, (2) unavailability of desired varieties, (3) distaste for preparation, (4) dislike for bones, (5) objection to odor, and (6) unfamiliarity with satisfactory method of preparation.

While some of these drawbacks to the consumption of fresh fish may be classified as purely personal prejudices, the fact remains that most all of these deficiencies are capable of correction by the industry. Delivery of a sanitary strictly fresh product would go far toward answering objections to quality and price, while filleting and consumer unit packaging would take care of the personal dislikes expressed. Continued producer-consumer educational campaigns designed to introduce new varieties of seafood and to educate the consumer in the selection and preparation of them in indicated as the solution to the other complaints listed. The need for such a program will be discussed more fully in subsequent pages.

Consumers in Kansas City and Chicago were asked to rate the quality of the fish they had eaten at home during the preceding year. Only 12 percent of the species of fish so consumed received a rating of excellent. Seventy-five percent of the species were rated as good, and the remainder were judged to be fair. Upon examining the origin of the species thus rated, it was found that those fish which were rated as excellent were all produced within a radius of 500 miles. The fish rated only fair were found generally to have traveled more than 500 miles.

In Detroit, restaurant diners were asked in questionnaires to rate the quality of fish served them, and a somewhat similar reaction was recorded. Only 14 percent rated their servings as excellent, while 53 percent considered them good; 26 percent replied fair and four percent checked poor. The remaining three percent failed to express themselves. Two classes of restaurants were surveyed, and generally the patrons of the high-priced establishments gave somewhat higher quality ratings to the fresh fish served there. Whether this is because the fish obtained were fresher or because of superior methods of preparation and serving—better camouflage, as it were—is a matter for conjecture.

A further polling revealed that while Midwestern consumers may be turning to frozen fish in self-defense, they still profess a marked preference for strictly fresh fish, when and if available. In Kansas City, 73 percent of those questioned voted for strictly fresh fish against five percent who preferred frozen fish; 20 percent were without opinion. Chicago showed a slightly stronger preference for the fresh product, registering a vote of 75 percent

Banzai!

Northwest Airlines reports that Japanese fish experts have devised a new method of packing live goldfish, which is expected to increase greatly the number of fish which can be exported at one time. Previously, the method of shipment involved expensive, cumbersome, wooden tubs, and required caretakers to insure safe arrival. The new method takes advantage of a special glass bottle filled with oxygen, which keeps the fish alive throughout the air trip. Lighter weight! No caretakers! More profits!

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against four percent for the frozen and against 16 percent who were impartial. Detroit responded in the order of 63 percent preference for fresh fish, versus 10 percent for the frozen and 26 percent who found them equally palatable.

Another clue to the poor showing of the fresh fish market in the central regions may be found in the query concerning which species of fish consumers are most familiar with. Results showed a generally provincial taste for fresh fish, with fresh water species garnering a markedly higher familiarity rating. The availability of these species and the probability that they reached the market in somewhat better condition than salt water species shipped in from Boston, New York and Seattle undoubtedly influenced the superior rating of the fresh water fish in relative familiarity. The three cities surveyed, especially Chicago and Detroit, are of course comparatively accessible to the major fresh-water fish producing areas of the Great Lakes and the Mississippi River basin.

With the exception of salmon and halibut, no salt water fish rated in the upper one-third of the familiarity analysis. This fact, as related to developing new inland markets for fresh fish, is extremely important. Certain species, even though highly acceptable in communities adjacent to their native waters, such as red snapper, swordfish and pompano, may not be marketed successfully in the interior regions without further consumer education.

It may be concluded that the fish and shellfish consumed in greatest quantity in cities close to fishery sources are those species native to the region. This is evident not only from the special tri-city surveys conducted, but also from studies conducted by the United States Fish and Wildlife Service. As these studies indicate, consumers of the North and Middle Atlantic regions are most familiar with cod, haddock and mackerel. In the cities of the South Atlantic and Gulf Coasts, croaker, mullet, red snapper, sea trout and shrimp are most commonly eaten. On the Pacific Coast, halibut, salmon, lingcod, crabs and oysters are most frequently served. Leading species of the Middle West are lake trout, whitefish, perch, catfish, pike and lake herring.

Some species of fish are generally accepted in all localities, however. Leading examples are salmon and halibut from the Pacific, haddock from the Atlantic, and shrimp and oysters.

In checking the familiarity of some species by income groups, the economic influence on eating habits is evident.

An attempt was made in the tri-city survey to determine the species of fresh fish Midwestern consumers most preferred. In this phase of the questioning more cosmopolitan tastes were demonstrated by the upper income groups than in the lower groups; and in general preferences were somewhat less provincial than the expressions of familiarity. It may well be that the upper bracket consumer has traveled more extensively and has had greater opportunity to sample the more remotely produced species where they are served in top quality condition.

In general, there is little variation by income selection. Interesting exceptions are the preferences for salmon in

(Continued on Page 29)

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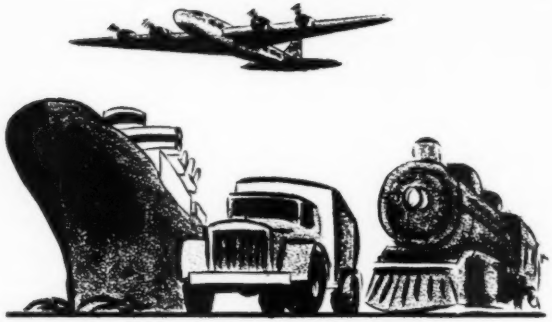

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UNITED AIR LINES AND AMERICAN PRESIDENT LINES have worked out an agreement by which freight shipments between the Far East and inland United States cities will be expedited. Under the plan, a shipper in the Orient can make out a through bill of lading showing the name of the vessel which will transport the cargo to Frisco and specify that it is to be forwarded to its destination by UAL. The document will be air mailed to the bank or consignee, and the steamship line's offices will send advance notice to its Frisco office. When the shipment arrives, it will be placed aboard a UAL plane and hauled to destination city.

* * * * *

Interline agreements with the Polish airline, LOT, and the Soviet air carrier, Aeroflot, make it possible to ship cargoes to Moscow via Air France. Connections are made at Paris, Prague, and Warsaw. Shipments are picked up in Prague by LOT, and in Warsaw by Aeroflot.

* * * * *

Albert J. Jansen

Seaboard and Western Airlines, transatlantic air freight carrier, recently inaugurated service between the United States and Zurich, Switzerland (*see International Air Cargo Rates*). S&W also serves the Swiss city of Geneva to which it has been flying since 1947.

Albert J. Jansen, former United States manager of KLM's freight division, has joined S&W as its director of sales. A graduate of the College of Economics, Rotterdam, he was connected with the Bluefries Organization, foreign freight forwarders, in Holland and in New York, until the outbreak of the Second World War. He served in the United States Navy as a lieutenant (j.g.) and came to KLM in May, 1946. He has been a contributor to AIR TRANSPORTATION, and his Air Cargo Profile was featured in the May, 1948, issue.

* * * * *

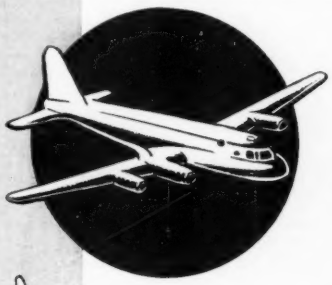
Heavy demand has increased KLM's frequency of its European services. Flights to Switzerland, Scandinavia, Italy, Greece, England, France, and Germany are now principally operated by *Convairliners* and *Constellations*. A thrice weekly service links London with Zurich, via Eindoven. The twice weekly Amsterdam-Athens and Amsterdam-Tunis services have been reduced by three hours. KLM now operates to Nice instead of Marseilles on its Athens flight. The *Connie* haul to Teheran, with the overnight stop at Istanbul a thing of the past, is now 18½ hours shorter.

KLM is serving Milan from the United States, via Amsterdam and Frankfurt or Stuttgart. Transatlantic frequency also has been stepped up, with flights six times a week. Effective May 16 through October, daily services will be further increased to nine a week. Three runs will be routed via Shannon and six via Prestwick.

* * * * *

Scandinavian Airlines System recently announced, through Air Cargo Manager John Church, that cargo rates between the United States and Great Britain, the Continent, and the Middle East had been pushed down by some 11 to 30 percent. Majority of reduced rates apply to westbound shipments. Among commodities affected are: chemicals, clothing, essential oils, furs, hides, machinery and parts, optical instruments, projectors, films, pharmaceuticals, drugs, silverware, shoes, textiles, tools, and toys. Eastbound commodities affected by cut rates mostly include materials involved in ECA and armed forces shipments. For example: aircraft and auto parts, electrical parts, radar equipment, cigarettes, cigars, smoking tobacco, etc.

Serving Prestwick, SAS has given such Scotch products as woolens and tartans the benefit of reduced rates. Scandinavian commodities -- ceramics, glassware, ball



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bearings, etc.—also have been revised downward.

* * * * *

A Chicago office at 208 South LaSalle Street has been opened by Sabena, with Ernest Prossnitz, former London manager for Czechoslovakian Airlines, in charge. Prossnitz recently served as Sabena's New York cargo representative.

* * * * *

Vice President Amos Culbert, of American Airlines, has the job of streamlining AA's cargo services. The carrier has raised this phase of its service to major departmental level. Aiding him will be Dixon Speas, special assistant to the president.

In the operations department, Frank Jones has been named to a newly created job—assistant operations manager-air cargo—reporting to Vice President Larry Fritz. The passenger-cargo division now has an air cargo subdivision, with James Glod in charge.

Walter Sternberg, assistant vice president-sales heads all cargo functions and activities of the sales departments. He reports directly to Sales Vice President R. E. S. Deichler. Top man of the cargo sales division is Joseph D. Boylan (*Air Cargo Profile in this issue*), and under him are the air mail and air express branches, taken care of by Ben Sherwood; the international branch, superintended by T. R. Harris; and the cargo traffic branch, managed by Frank Beach—all capable men.

Amos Culbert

Operations and sales officials now work directly with Culbert during the life of the latter's special assignment. Unscheduled airfreighter stops (except in cases of special authorization) have been eliminated as one of the first steps toward improving regularity and on-time performance of all-freight schedules. The sales department is plugging hard to increase AA's already big cargo volume.

* * * * *

Canadian Pacific Air Lines has become the second Canadian airline to join the International Air Transport Association. The carrier, which soon will begin scheduled air service between the West Coast of North America and the Far East and Australia, now is the 62nd active member of IATA. The association also has eight associate members.

* * * * *

TACA Airways recently cut its air freight rates from the United States to points in Central America some 20 percent on a variety of commodities. According to J. Dan Brock, general traffic manager, "the continued upward trend of air freight and cargo business between the United States and Central America through the New Orleans gateway makes it possible for us to encourage further the use of our air freight service by reducing our rates. Business men in the heart of Central America now realize that their United States exporters and suppliers are only about five hours away. This allows them to keep more flexible inventories and to take advantage of economic trends, which, in the past, have hindered trade between our nations. We anticipate that this new reduction in air freight rates will increase the export business between the United States and all Central American republics."

Specific commodities affected are: foodstuffs; electrical appliances; household appliances; automotive, tractor, and agricultural parts and accessories; textiles and textile products; and office supplies, including machinery, stationery, etc.

* * * * *

Ton-miles flown last year by Braniff International Airways jumped 160 percent over the 1947 total, according to figures recently released by the airline. Air mail went up 22.8 percent, and air express 5.5 percent. The tremendous gains made by air freight were indicated by the 1948 total of 2,281 tons, as compared with 1,005 tons for the previous year.

* * * * *

American Airlines continued to show gains in air freight carriage in February. The February, 1949, total of 1,893,909 ton-miles, was 35.2 percent above the figure for the comparative month last year. Air mail, helped along by air parcel post, jumped 60.3 percent, while air express dropped 5.1 percent.

* * * * *

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Tiger Line were saying in effect as they switched from one Jersey field to the other. According to George S. Dart, who heads the line's Eastern sales district, the facilities at Newark will offer better trucking service in the area and will provide improved flight conditions.

The Tigers recently proposed new minimum Eastbound rates for a group of 19 commodities, offering reductions of as much as $7.90 per 100 pounds. A new heavy volume of freight traffic from West to East would be attracted, the company told the CAB, pointing to the fact that "the heavy generating area east of the Mississippi River, as opposed to the relatively low traffic East-to-West over West-to-East to such an extent as to be a threat to the continued development of the air freight industry on an economical and self-sustaining basis insofar as both the shipper and the carrier are concerned." The company produced operating figures showing that in the October 1, 1947-September 30, 1948 period, the amount of unused space in Flying Tiger cargoplanes, operating East to West, was 18 percent, in contrast to an unused space factor West-to-East of 30 percent. Translated into dollars, the unused Eastbound space represented a potential revenue of $285,562.

Here is what the Tigers would do to correct the unbalanced traffic problem:

1. Establish a specific commodity rate, Eastbound from the West Coast and intermediate cities, sufficiently low to attract freight to be used as "top-off" to first-class freight and to move on a deferred basis, that is, at the carrier's convenience.

2. Establish a specific commodity rate, Eastbound, higher than the "top-off" rate, but lower than the general commodity rate, to be used as a "promotional" rate.

Following are the commodities and their present and proposed rates:

Aircraft parts, phonograph records, coin-operated machines, stationery and magazines, raw or processed leather, oil field equipment and supplies, raw and processed chemicals, and shoes: present, $19.61 cwt.; proposed, $11.77 cwt.

Pens, pen parts, and refills: present, $19.61; proposed, $16.77.

Crated and cartoned furniture, motion picture film, meats and poultry products, and business machines: present, $19.61; proposed, $14.71.

Fruits, drugs, biologicals, and seafoods: present, $14.80 cwt.; proposed, $14.71 cwt.

Nursery stock, vegetables and plants, and cosmetic and toilet preparations: present, $11.90 cwt.; proposed, $11.77 cwt.

* * * * *

Western Air Lines has inaugurated daily nonstop service between the Twin Cities and Denver. Schedule time has been cut by two hours, officials report.

* * * * *

Braniff International Airways has filed an application with the CAB to extend its routes north from Havana to Washington, D. C., and New York, and south from Lima to Santiago, Chile.

* * * * *

Eastern Air Lines would provide immediate Southern transcontinental service for the main cities of the Gulf Coast area, South, and Southwest, according to an application now before the CAB. The line is also petitioning the Board to hear immediately EAL's proposal to provide this service temporarily.

* * * * *

World Airways, Inc., which owns seven flying boats, is seeking permission to operate a flying boat service between New York or Baltimore and San Juan.

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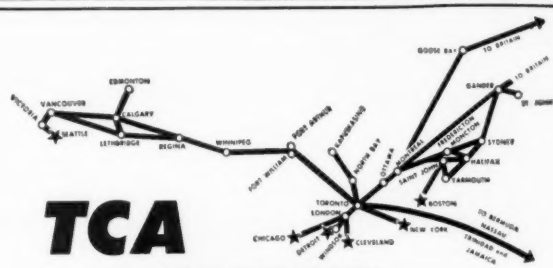

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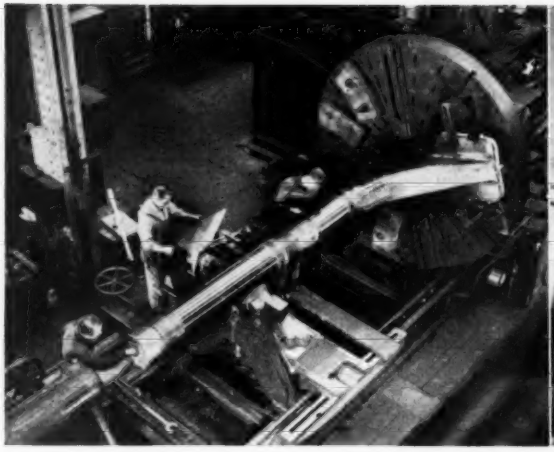
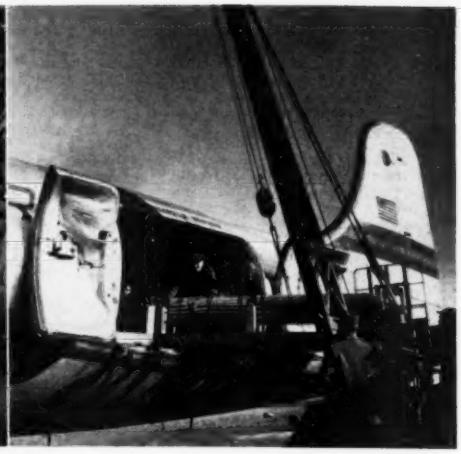


1. AT BETHLEHEM STEEL, rudder stock nears completion.



2. UPSY DAISY into S&W *Airtrader* at Idlewild . . .

AIR CARGO IS A 2-WAY STREET

DISABLING of a Standard Vacuum Oil Company tanker during a rainstorm in the river near Palembang, Sumatra, was what started a Seaboard and Western Airlines DC-4 *Airtrader* on its flight halfway around the world and return, carrying a greater variety of freight than ever had gone aloft before.

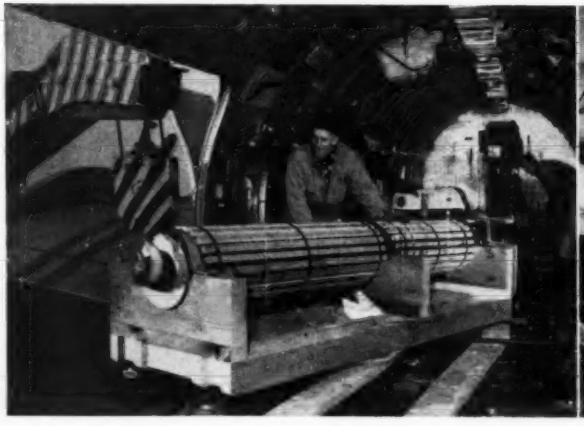
Before Trip No. 262 was completed, Captain Joseph L. Halsmer of Lafayette, Indiana, and his crew of seven had flown nearly 24,000 miles, carried a total of 151,600 ton-miles of freight, ranged from the Equator to the Arctic Circle, over 177 degrees of longitude.

Leaving the New York International Airport, Idlewild, the aircraft was loaded with a new rudder stock for the *Stanvac Calcutta* weighing 9,200 pounds; several crates for the same 16,000-ton tanker; and 3,004 pounds of boiler tubes for an Anglo-Iranian Oil Company tanker at Abadan, Iran. The flight was routine to Gander, Shannon and Brussels, where a 3,660-pound motor for the *Calcutta* was taken on after a crew rest of 30 hours.

High Spots

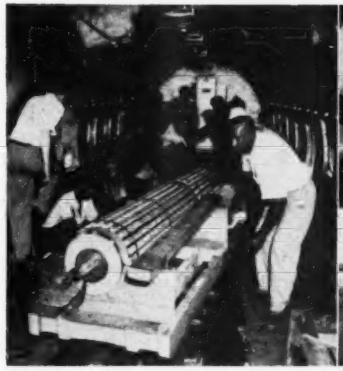
Only highlights on the next four legs were a midnight landing for fuel and a spaghetti dinner in Rome; a collective bill for 210,000 drachmas ($21.00) in Athens for breakfast; two British *Tempests* rising from the island of Cyprus at the eastern end of the Mediterranean to show off with slow rolls after looking us over; Damascus for a crew rest and the sights, sounds and smells of the ancient city; and then Abadan, where a Scot representative of the oil company said the tanker which needed the boiler tubes was coming up the river that very afternoon.

Spelling Captain Halsmer at the wheel were Junior Captain William K.



3. THEN moving into position with aid of crane and rollers.

4. BOILER TUBES are offloaded at Abadan, Iran . . .



5. BUT AT SINGAPORE, the rudder stock must be offloaded by male laborers . . .

6. WHILE MALAYAN WOMEN laborers watch the tremendous unit moving out.

7. AND HERE'S a 3,600-pound motor leaving the cargo hold after the ship's part is off.

8. IDLENESS costs *Stanvac Calcutta* $4,500 a day—which surely ain't chicken feed.

9. AT BANGKOK, Siamese carpenters build a long, primitive, but sturdy ramp . . .

10. FOR LOADING of 6 elephants plodding patiently 16 miles to the city airport.

Donahue of Leavittown, New York, and Co-pilot James G. McCormick, of Jackson Heights, N. Y. Flight Mechanics John Zittere, of Jackson Heights, and Joseph Guskowski of Long Beach, New York; Navigator Louis F. Mahoney of Leavittown; Radio Operators George Forero of Brooklyn; and Boyd Higley of Linden, New Jersey, completed the crew roster.

Karachi in Pakistan saw another crew rest, then New Delhi, which is the eastbound port of entry into India, and Calcutta. In Bangkok, Siam, began coordination of arrangements made from New York for the return freight load, and continued in Singapore.

Unloading Job

Arrival of the aircraft at the famous British naval base was something of an event. The chairman of the Singapore Harbor Board turned out and sweated with the Malayan stevedores to unload the rudder stock—an object of solid steel, about 16 feet long, 23 inches in diameter. Two hours of work and two cranes brought it off neatly, and the delivery was celebrated by a visit to the *Calcutta* where she lay at a dock awaiting the replacement. It costs $4,500 a day to idle such a tanker; hence the economy of flying the piece in days instead of consuming weeks in surface shipment.

All freight westbound was to be carried for the Trefflich Bird and Animal Company of New York. The first installment came on at Singapore—100 Java monkeys and a 23-foot python.

Back at Bangkok, it was found the arrangements there had resulted in getting together six elephants, averaging about 1,350 pounds each; 16 Java monkeys; four gibbons; two half-grown leopards and two cubs; and two golden cats—a sort of Far East wildcat. While the elephants were being walked from town 16 miles away, lumber was obtained and a ramp with about a 30-degree incline built up to the cargo doors.

Small or large, elephants can't be pushed around. They were coaxed by the Siamese mahouts and ate their way aboard through a trail of sugar cane tops. Once on board, kept continually supplied with feed and watered at each stop, they rode well and easily. Of course, they were a novelty, even to the Far Easterners, who knew elephants well enough, but not in conjunction with airplanes. At a few rupees a head, the visitations at each airport would probably have paid the fuel bills.

Correct Temperature

Chief concern leaving the East and heading for the colder temperatures of Europe and the North Atlantic was keeping the aircraft properly heated. Elephants are strong, but constitutionally delicate. Too much heat will cause them to collapse; cold will give them pneumonia. The engineers watched the heat controls all the way, and in Geneva, Gander and Goose Bay, Labrador, heat was pumped into the aircraft while it was on the ground.

At Karachi and Geneva, old feed

11. THE PACHYDERMS in flight appear quite at ease . . .

12. BUT at Abadan, this startling thing happens.

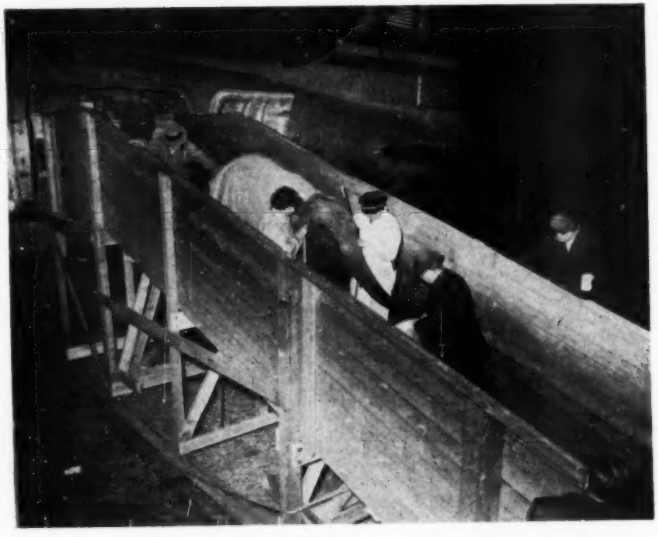
was swept out, the aircraft cleaned, and fresh feed loaded. Three chaps from the Geneva Zoo were a big help there.

There was quite a to-do at Idlewild when the aircraft touched down, what with crowds of press representatives, newsreel men and the generally curious. The elephants had grown accustomed to the aircraft, didn't want to leave, and had to be tempted off again with feed.

Top Condition

Henry Trefflich, the bird and animal importer, thought very highly of the results. He told a radio audience over Station WCBS, New York:

"I'm very glad I did it because I think it's one of the most wonderful things—when I walked on that plane to see those elephants and all the rest of the animals in such fine condition. I think that in the future I will try to fly more stuff in. It's healthier for the animals."



13. OFFLOADED AT IDLEWILD, return haul completed.

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AIR FREIGHT FORWARDERS

THE Air Transport Association has not given up in its battle against the air freight forwarders, in spite of the setting aside of its stay by the United States Circuit Court of Appeals in Chicago. Now the ATA has petitioned the Civil Aeronautics Board to amend Section 292.6 of the Economic Regulations so that no forwarder would be permitted to ship on any carrier other than a certificated common carrier or carriers holding Letters of Registration issued under Section 292.5. Forwarders are presently allowed to ship on small as well as large nonskeds, in addition to the scheduled lines. Said ATA:

"Natural results of the interplay of mutual interests of freight forwarders and irregular air carriers is for the freight forwarders to become the 'traffic department' for a particular group of non-scheduled operators. Operations of a group of irregular carriers conducted under the 'common management' of a freight forwarder will be indistinguishable from those of the certificated carriers or non-certificated cargo carriers operating under Section 292.5 who alone are authorized by the Board to provide regularly scheduled air service."

The scheduled airlines' association protested that (1) it would be more difficult to police irregular operators in the freight field than in the passenger field, and that (2) these lines would be in a position to undercut the rate minimums set last year by the CAB.

Industry news notes:

Intra-Mar Shipping Corporation: The opening of four new branch offices—two in Latin America and two in Canada—have been announced by Ernest L. Binder, president. The Latin American offices are located in Port-au-Prince, Haiti, and Santiago, Cuba; and the Canadian offices, in Toronto and Montreal. Binder pointed out that Intra-Mar's further expansion will enable the company to expedite shipments between the Americas, regardless of origin. United States offices are located at 11 Broadway, New York, and 126 Carondelet Street, New Orleans.

D. C. Andrews and Company, Inc.: An established foreign freight forwarding firm for more than 60 years, Andrews has opened its new Air Cargo Service with J. F. Baker as manager. The company's headquarters are at 27 Water Street, New York. A warehouse is maintained at 30 Water Street.

Hawaiian Freight Forwarders, Ltd.: Northwest Airlines announces that it has appointed the company to handle its cargo in the Hawaiian Islands. HFF operates offices in Honolulu, Los Angeles, San Francisco, Chicago, and New York.

Customs Brokers and Forwarders Association of America, Inc.: The creation of a National Advisory Committee, consisting of officers representing organizations in key cities of the United States, has been announced by Martin A. Kerner, president. This step, Kerner explained, is "in pursuance of our policy of cooperation with local organizations and our constant endeavor to form a solid and united national front for the industry." The duty of each member of the National Advisory Committee is to "bring to the attention of the CBFAA any customs or forwarding matters of national interest which come to his attention, and on which he believes the association should take action." The CBFAA, in turn will advise the committee of all important matters of national interest for submission to local groups for comments and suggestions, so that a "truly national viewpoint may be obtained and incorporated into the policy of the Association."

Comprising the National Advisory Committee are: Samuel Shapiro, Baltimore Custom House Brokers and Forwarders Association; Frank M. Garvey, Customs Committee of the Foreign Commerce Club of Boston, Inc.; W. A. Woods, The Chicago Freight Forwarders & Customs Brokers Association; J. W. Allen, Forwarding Agents and Foreign Freight Brokers Association of New Orleans; H. G. Keitz, Export and Import Forwarding Association of Virginia; Frank A. Keegan, The Customs Brokers Guild of the Port of Philadelphia; W. R. Casey, The Northern Border Association of Forwarders and Custom Brokers; John J. Oldham, Pacific Coast Customs and Freight Brokers Association; B. Roy Anderson, Custom House Brokers Association (Seattle).

J. D. Smith, Interocean, Inc.: Irving Baum, formerly air cargo manager for the

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ALSO HOUSTON, TEXAS

Whitehall Shipping Company, has taken over the handling of Smith's air export business. Heading the company is Alfred R. Guttman.

Air Dispatch, Inc.: Operating under a CAB forwarder exemption, Air Dispatch recently filed a petition for reorganization under Chapter 10 of the Chandler Act in the United States District Court, Cincinnati. Hearing is scheduled for May 11, and the company's reorganization plan will be submitted at that time. Listed liabilities are $37,756 and assets $9,220. Trustees are John H. Stewart, president (see March AT), and Clair Hall.

Cosmos Shipping Company: Morten Bycoffe departed recently for Venezuela where he will visit Cosmos' clients in Maracaibo, Puerto Cabello, Barquisimeto, Ciudad Bolivar, San Cristobal, Guanta, and Carapuano. The company executive will make his headquarters in Caracas.

DON'T GET CAUGHT

(*Continued from Page 11*)

fantastic pilgrimage. Now, you can go from New York to Australia in just a few days. Of course, the cost of air travel is a few times more than you'd pay for a steamer. But look at the time you save—your valuable time that you can spend in six countries instead of two. By the very same token, air shipping lops whole weeks off transit time, allowing quick reorders.

There's no telling what you may run into when you hit your overseas markets. In addition to the specific business that brought you there, you may come across a field, or a definite use for your product that you never knew or thought of before. In the United States, your products are pretty well confined to specific purposes or markets because of competition. But over there, you may find other uses, or other markets, that will open the door to excellent opportunities.

You'll have a good chance to acquire market research data that you will be able to depend on and use to your own advantage. The statistics put out by foreign countries are frequently difficult to interpret. Their facts may be presented in a way that is foreign to us.

I learned my lesson in market research some years ago. I was an exporter's representative then, working on straight commission. I went to Peru because I learned that there were 50 or 60 dairies in Lima alone, which would be a good field for one of the important lines I was handling.

Horse of Another Color

When I got down there, I found 50 or 60 dairies, but only according to Peruvian standards, not ours. What I thought was going to be the kind of dairy we have in the United States turned out to be any little roadside stand where milk is sold, where the farmer with one or two cows would take his milk and cream and sell it to the people who passed by. And that had been my main reason for going to Peru!

There were actually only two dairies down there. I did manage to do a good job with those two and sold enough equipment to pay for the whole trip. But there's more to the story. Before I left Lima, I wound up with a beautiful order for lamp posts that I had no idea of selling originally. There were peculiar circumstances involved. I met a farmer who was subdividing his large farm into small areas. He had been dickering with a Berlin firm for posts, but I was able to give him good terms and pretty quick delivery, and sold him lamp posts to put up all over the subdivisions of his old farm.

Quick delivery. This is where the consignors and consignees and—of course—the airlines, will prick up their ears.

So you've got to call on these markets, if you want to give them what they want and if you want to develop a merchandising program that's going to work. All countries don't operate the same. In some you deal with wholesalers, and in others you work directly with the retailer. Your merchandising program has to suit *their* methods, *not yours*. You might find that your product just doesn't go with one nation's habits, so you'll have to give up on that product and get another, or change your product to suit the particular customs in that country.

You must remember, too, that you have pretty stiff competition from European exporters who have their eyes open and are doing an excellent job. Your foreign competitor is an old hand at catering to the tastes of different people. He studies his markets carefully before doing anything else, and then gives them what they want, not what he thinks they ought to have. You've got to do the same thing.

European exporters are doing a wonderful packaging job. If you are going to do a job on your package, make sure that you do it in the language of the country. Don't take for granted that people all over the world read English, and therefore the tags and instruction sheets you have for United States markets will be all right on overseas shipments. You'll be a lot better off to use tags that are printed in four or five languages so that the same tag or instruction booklet can be used for most shipments.

You just *can't* make mistakes that are based on your ignorance of a country's habits and customs, whether these are standards of living or standards of measurement. If you're trying to sell a machine that measures pints or pounds, you'd better make sure that your customer uses those measurements, too. If you ship a machine that can fill 60 quarts a minute and your foreign customer uses liters, you're on a spot. You haven't given him what he wanted. It would certainly be to your advantage to change that machine to liters.

The expensive package you must have in the United States market in order to meet domestic competition may not be necessary in the export market. In order to sell in this country, your machine may have to be chrome plated, or your package may have to have special consumer appeal. You may not need

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those things in the overseas markets. By eliminating them you might save enough to pay for your export advertising program, or pay for your air trip to your overseas markets. However, don't endanger product quality when you attempt to cut corners.

Particular care with export boxing and crate is important, so that your product reaches its destination in perfect condition. The impression your foreign customer receives when he gets his first look at your merchandise is going to be a lasting one. If he takes off the wrappings and finds a shattered package, or oil leaking from a machine, he has to sell himself all over again on you and your products. If he finds everything just as you had promised, you've made a friend for life, and I mean just that.

Remember that people in other countries aren't all like us, with our passion for new models and new techniques. Like the old fellow with his Model-T Ford who wouldn't drive any other car, not even that new fangled Model-A, these people are impressed with service and past performance. If you do right by them the first time, if you produce everything you promised, and if you stick by them when it's not such easy going, you've got friends you can depend on, and they'll come through for you when they can.

It Pays Off!

You'll find that your air trip overseas will pay greater dividends if you work hand in hand with your advertising agency or representative. You should travel together, whether he's your agency man in the United States or your advertising representative in the country you are going to visit. He's got to know your problems in that country, if he's going to help you and give you the service you want. He's just as important as a paid employee and he has to be a part and parcel of your overseas operation if you want to get the best results.

Remember that your time is used to the best advantage when you are out there selling. Your job is to make sales and to get the merchandise out on the shelves. You shouldn't have to handle the order after it has been received. It should go to someone else or to an organization that will handle all the arrangements and paper work for you. This may cost you a bit, but it's worth having someone else take over these details so that your time is free for your customers and your merchandise.

In order to get this, you may have to do a selling job in your own organization; but in many respects, you have to sell your own management and keep them sold on all of your overseas operations. It is very important that your management knows what you are doing and that you keep them informed of all developments. It's up to you to spark their interest and keep export from being so far out on the tail of the dog that the fleas don't even visit it.

Don't get the idea that I think you have to be a tremendous organization in order to carry on a successful business in foreign trade. What I've written applies just as well to a small shop with just one man handling foreign sales.

And don't give up because you've only one man and you feel you can't possibly cover all the foreign markets. Certainly one man can't do it. One man shouldn't try. The world is too big for one man, and if you don't have a staff that can cover all the world markets between them, stick to no more than you can handle successfully by yourself.

One fellow I know did just that. He picked one segment of the world market in which to do business. He hits those countries three times a year, and he hits them hard. He's doing a darn good job. Possibly in time he will be able to ease off there somewhat, and then he'll extend a little a bit further. But he's going about it very carefully, not taking on any more territory than he can handle successfully at any one time.

It's not a picnic trip, when you go into the field. You work pretty darn hard, and you're on your toes all the time so that you don't miss a trick that you can turn to your own advantage. You don't mind the long, hard hours because they really pay off in sales and in good will. I know because I've been doing it for 25 years. Last year I traveled more than 35,000 miles.

THE END

AIR SHIPPING LESSON

(Continued from Page 13)

shipment by surface carrier costs approximately $2.57, whereas the same amount of fish can be packaged for air cargo shipment for $1.20 when using

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corrugated paper boxes with pliofilm liners. Thus a saving of $1.37, or over 50 percent is effected in packaging costs alone.

Furthermore, since no heavy wooden crating or icing is necessary when shipping by air cargo, the weight of containers is reuduced from 30 pounds to 10 pounds, which means corresponding economy in transportation cost per pound of fish. To this can be added the saving of labor and the premium price collected for airborne seafood.

•

Eastern: Crabmeat

Eastern Air Lines reports testing of special packaging which the company is developing to afford seafood dealers of the Atlantic and Gulf of Mexico areas a means of speeding shrimp and crab meat to metropolitan areas in the North at great savings.

Heretofore, one of the principal problems of the dealers has been proper refrigeration. The products prepared for surface shipment are normally packed in containers which are in barrels and surrounded by ice. As the ice melts the inner container is saturated and becomes soggy or, even worse, seafood near the bottom of the barrel is in danger of spoiling because it cannot be re-iced without complete repacking.

Air express or air freight should soon be the most efficient and inexpensive means of transport because the new containers will require only a small piece of dry ice at each end to maintain the precooled shrimp or crab meat at a constant temperature of approximately 40 degrees (F), which retains ocean freshness without impairing flavor.

•

Continental: Sears Roebuck

It has been the experience of Continental Air Lines and its sales force that either very light packaging or no packaging at all is one of the greatest sales points available in selling air shipping to manufacturers and distributors.

Often the expense and added weight brought about by heavy and complicated packaging found necessary for protection by ordinary surface transportation, added to the greater time consumed by surface transportation makes the item more expensive shipped by surface than by air.

Of course, it will always be necessary to apply some protective packaging to perishable or extremely fragile items such as flowers, and dry-ice refrigerated shipments such as fish, shrimp, dressed turkeys, etc. Delicate instruments and machinery also require some protective packaging. But even these items require less extensive packaging and insulation when shipped by air because of the faster transit time and less jarring.

Probably the best example of shipping on Continental Air Lines in the matter of the requirements of less packaging by air, is the tie-in with the Sears Roebuck Company. From the huge Kansas City warehouse of this company is flown everything from special fertilizers to bicycles. Lightly wrapped or packaged orders are simply placed into large canvas bags similar to mail sacks while larger items are tied aboard with no packaging at all. Continental's experience in claims for

The Scheduled Airlines Report . . .

THE GROWTH OF AIR CARGO

	Air Mail Ton-Miles	Express Ton-Miles	Freight Ton-Miles
1932	2,701,125	289,512	*
1933	2,567,924	422,860	*
1934	2,461,412	597,293	*
1935	4,132,708	1,097,602	*
1936	5,740,436	1,865,798	*
1937	6,698,230	2,162,488	*
1938	7,449,246	2,182,420	*
1939	8,610,726	2,713,099	*
1940	10,117,858	3,476,224	*
1941	13,118,015	5,258,551	*
1942	21,162,102	11,901,793	*
1943	36,061,868	15,139,359	*
1944	51,139,973	16,991,598	*
1945	65,092,921†	21,793,432	1,403,420
1946	32,953,307†	23,788,392	14,822,325
1947	33,086,175†	28,766,659	35,911,554
1948 (Est.)	37,567,000	30,637,879	69,023,000

†—Does not include regular mail carried under special contract and foreign mail.
*—Not available.

OPERATING REVENUES

	Mail	Express & Freight
DOMESTIC		
*1938	$15,837,951	$ 1,278,164
1939	18,482,476	1,619,132
1940	20,090,123	2,077,726
1941	22,696,351	2,919,003
1942	23,470,088	6,977,943
1943	24,212,580	8,381,539
1944	33,317,366	8,306,288
1945	33,693,467	10,835,138
1946	20,981,542	13,620,295
1947	29,444,746	19,377,860
1948 (Est.)	48,385,000	24,118,000
INTERNATIONAL		
1946	$35,443,612	$11,318,501
1947	40,824,878	17,526,275
1948 (Est.)	54,724,400	20,644,276

* Colonial not included in 1938.

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revenue each month has never gone above one percent and most months is well below five percent.

•

United: Spinach

California spinach growers began reaping a rich harvest in the Pacific Northwest when they entered that market last winter by means of air transportation.

One grower, Sam J. Regas and Sons, is shipping between 5,100 and 6,000 pounds of spinach daily from San Francisco to Seattle on United Air Line's *Mainliners*. The spinach is harvested from fertile farms near San Juan Bautista, California, and rushed to a modern packing plant, where it is sorted, washed and packaged for fast shipment to Seattle the same day on United planes. The vegetable is packed in 10-ounce moisture-proof cellophane bags, 12 of which are placed in specially developed corrugated containers for plane shipment. End panels provide a wide ventilation channel, allowing the shipment to arrive in fresh condition, ready for consumption.

AIRBORNE SEAFOODS

(Continued from Page 17)

Kansas City and Chicago which decrease as income decreases, while catfish in the same cities indicates the opposite trend. Social and economic influences on food selection are evident in these trends. Some variation between cities is found in the popularity accorded shellfish. Whereas lobsers, oysters and crabs are listed in that order by all income groups in Kansas City, the order is shrimp, oysters and lobsters in Chicago and Detroit.

In this section of the study an attempt has been made to give the primary reasons for low consumption of fresh fish in the United States, with particular reference to those regions which have a tendency to pull down the national average.

Quality Is Tops

The one word *quality* has stood out as the key to the situation. And it has been pointed out that temperature control and distance, translaed into shipping time, are the factors having the greatest influence on quality with existing marketing practices running a close second.

Solutions to these problems will be suggested in subsequent chapters of this study. There is further indicated the need for an industry-wide consumer education and advertising program, in order to acquaint shoppers with the virtues of various species of fish not now generally recognized and to familiarize them with the best methods of preparing these and the already accepted varieties of seafood. But all the education of which the industry is capable cannot overnight erase the stigma which is attached to so-called fresh fish as a result of years of low-quality offerings and indifferent merchandising which frequently borders on the unsanitary.

There is a latent demand for fresh fish of top quality. The probable extent of this demand and the volume of business it can generate under ideal conditions is outlined in the following chapter.

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III—NEW MARKETS FOR FRESHER FISH

To determine the potential consumption of fresh fish and shellfish under more ideal conditions of shipping and merchandising, the surveys of the three representative Midwestern cities disclose some pertinent reactions of consumers concerning this problem.

There was evinced a widespread interest in obtaining "airborne fish of assured quality, packaged in transparent sanitary packages," even at premium prices, and the polls showed a marked inclination to increase fresh fish consumption under such circumstances.

Despite the high prices for fresh fish which prevailed at the time of the survey, 98 percent of all consumers canvassed in Kansas City asserted their willingness to pay five cents a pound more for fish of the stipulated quality; 80 percent agreed to pay 10 cents a pound more, while 53 percent said they would go as high as 15 cents more per pound. In Chicago, where there is greater variety and abundance of fresh fish, the reaction was less enthusiastic, but even here 49 percent agreed to a five cent increase for top quality airborne fish.

Poll Results

The results of this poll are shown in Table A, which also shows the response by three income groups. In the upper bracket group, there is a much more favorable disposition to the payment of a premium for the top quality product, a situation meriting the attention of the air cargo operator, for it is this group which is most easily reached and influenced by a consumer education campaign. (See next month's issue.)

From replies to a question asking how much additional fish of assured quality would be purchased at various price increments, the potential consumption in Kansas City and Chicago was estimated, as shown in Table B. For all income groups, average per capita consumption in Kansas City is shown currently to be in the neighborhood of 5.83 pounds, with an increase of 3.73 pounds indicated, representing a 66 percent boost. Chicago's combined groups showed an almost identical poundage increase on a per capita basis, but because of the already fairly high consumption of fresh fish there, the percentage of gain is estimated at 19. (See next month's issue.)

(Continued Next Month)

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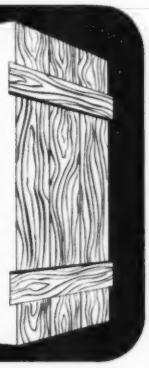


AIR TRANSPORTATION *Congratulates*

★ EXECUTIVE ★

RALPH S. DAMON, president of TWA, elected a director of the Goodyear Tire and Rubber Company, subject to the approval of the CAB. Damon is former president of American Airlines.

PER M. BACKE and **PETER H. REDPATH,** appointed to the respective positions of president and executive vice president of Scandinavian Airlines System. Backe replaces **PER A. NORLIN** who has become president of Swedish Airlines. Redpath, former vice president-operations for TWA, has been with SAS since 1946.

CHRISTOPHER DE GROOT, general traffic manager of Panagra, recently elected president of the Inter-American Safety Council by unanimous vote.

JOHN A. McCONE, HENRY S. STURGIS, T. ROLAND BERNER, and **J. F. McCARTHY,** elected to the board of directors of the Curtiss-Wright Corporation. McCone is an industrialist, Sturgis a banker, Berner an attorney, and McCarthy vice-president-treasurer of Curtiss-Wright.

W. E. "DUSTY" RHOADES, veteran airline pilot, elected to the board of Transocean Air Lines.

J. W. BOOTH, named chairman of British South American Airways Corporation, succeeding the late Air Commodore H. G. Brackley.

JACQUES DE SIBOUR, appointed vice president and general manager of American Airlines de Mexico. He previously served as European sales manager for American Overseas Airlines.

GEORGE E. STOLL and **LAWRENCE A. HYLAND,** elected vice presidents of the Bendix Aviation Corporation. Stoll has been with Bendix since 1929, and Hyland since 1937.

GLENN E. MARKT, appointed assistant vice president-properties and facilities of American Airlines. He has been associated with AA since 1935.

GRANT TITSWORTH, named secretary-treasurer of American Overseas Airlines. He joined AOA in 1946.

R. W. RYAN, general manager at Winnipeg for Canadian Pacific Air Lines, elevated to the position of executive assistant to the president. He is a veteran of the Royal Flying Corps in the First World War.

HAMILTON HEARD, appointed assistant to the president of Northeast Airlines on financial matters. He is a veteran of the AAF and ATC.

C. W. SMITH, named assistant to the vice president-traffic and sales of Eastern Air Lines. A former vice president of the Air Express International Agency, he also has served as schedule and tariff agent for Pan Am.

GEORGE M. TURNER, who has succeeded Dudley Marrows as special representative in San Francisco for British Commonwealth Pacific Airlines.

HOWARD F. ROUGH, appointed assistant to the administrator for field relations, Civil Aeronautics Administration.

★ SALES ★ TRAFFIC

ROBERT J. WRIGHT, named traffic manager of Hawaii for Northwest Airlines. A former Navy lieutenant, he has been with NWA since 1946.

GEORGE V. LAMBERT, JR., appointed city traffic manager at Geneva for TWA. A wartime Army lieutenant, he has been with the airline for three years.

JAMES B. MILLER, promoted by United Air Lines to the position of district traffic and sales manager at Sacramento. He is a former lieutenant commander in the Navy.

JAMES L. McEVOY, named sales manager for American Airlines in Akron. He formerly was associated with Chicago and Southern, and served in the last war as an ATC major.

DONALD W. HART, formerly with Eastern Air Lines and Wisconsin Central Airlines, now with Trans-Canada Air Lines as sales representative in the Chicago district.

WALTER H. C. WILLIAMS, appointed San Francisco regional traffic representative for KLM. Prior to joining KLM, he was with Pan Am.

DWIGHT CHILES, elevated to the position of city traffic manager for Braniff International Airways in Fort Worth.

JACK T. COBIN and **HERSHELL E. SMITH,** named by Pioneer Air Lines to respective district traffic and sales managerships in the Houston and Waco-Temple-Bryan areas.

★ CARGO ★

THOMAS J. HARRIS, appointed manager of international cargo sales for American Airlines. He has served AOA as European cargo manager for the past two years. Replacing Harris in his former position is **OWEN D. SAFFORD.**

DESMOND CUNDIFF, formerly cargo manager at Miami for Expreso Aereo Interamericano, now with National Airlines' cargo department. He has been associated with Consolidated Freightways, Inc., and the National Exchange Corporation.

ROBERT B. BURKE, appointed New York City sales manager for the Flying Tiger Line. An AAF veteran, he has been with the airline since last Spring.

ROBERT C. LORD, named cargo sales representative for Air France. Lord has been with Pan Am and Dyson Air Freight.

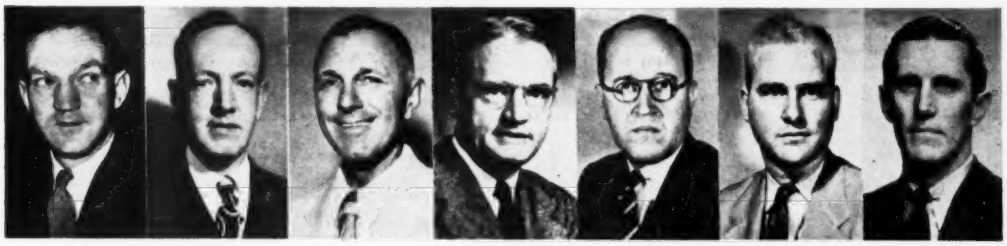
W. H. LEVERETT, appointed flower traffic manager for Southern California for United Air Lines.

GEORGE B. KIELY, veteran figure in foreign trade circles, now with Air Express International as special traffic representative. Former operator of his own company, Freight Cargo Agency, he has also served as general agent for Philippine Air Lines and Pacific Overseas Airlines.

THOMAS J. LOZANO, who has received his five-year service pin from TWA. He is the line's district cargo sales manager in New York.

★ OPERATIONS ★

W. G. TOWNLEY, appointed general manager of operations for Canadian Pacific Air Lines. He joined the airline in 1942 after spending 17 years with the parent company, Canadian Pacific Railway.



Per M. Backe Robert B. Burke Desmond Cundiff Ralph S. Damon Christopher de Groot Thomas J. Harris Peter H. Redpath

★ ADVERTISING ★ PUBLIC RELATIONS

WALTER T. BONNEY, now serving in his new post as information specialist for the National Advisory Committee for Aeronautics. His former position as director of public relations for the Bell Aircraft Corporation has been taken over by **FRANCIS W. DUNN.**

ELLEN GIBSON, named assistant publicity director for Braniff International Airways. Formerly with American, she has been with Braniff for the past three years.

JAMES C. RITTER, former *New York Herald Tribune* news writer and more recently an aviation public relations specialist associated with Tom Compere Associates, now with Greer Hydraulics as technical writer in the advertising and technical publications department. He is a licensed commercial pilot.

WILLIAM M. O'HERN, who has joined the publicity staff of United Air Lines in Los Angeles.

★ MISCELLANEOUS ★

JAMES M. LANDIS, former chairman of the CAB, who has become a member of the Washington law firm of Landis, Gewirtz and Maclay.

WILLIAM A. MARA, director of advertising and publicity for the Bendix Aviation Corporation, named chairman of Michigan Aviation Week 1949.

International Air Parcel Post Rates From United States

COUNTRY	1st 4 oz. or fraction	Each Addit. 4 oz. or frac.	1 lb.	2 lb.	3 lb.	5 lb.	10 lb.	Rate for Limit	Limit of Wgt.
Argentina	**1.51**	**.76**	**3.79**	**6.83**	**9.87**	**15.95**	**31.15**	**103.36**	**44**
Australia	1.62	1.27	5.43	11.91	18.39	31.35	63.75	70.23	11
Austria	1.05	.49	2.52	4.48	6.44	10.36	20.16	43.68	22
Azores	.71	.44	2.03	3.79	5.55	9.07	17.87	19.63	11
Bahamas	**.83**	**.14**	**1.35**	**1.81**	**2.27**	**3.49**	**5.29**	**12.01**	**22**
Belgian Congo	1.38	.79	3.75	6.91	10.07	16.39	32.19	139.63	44
Belgium	.98	.43	2.27	3.99	5.71	9.15	17.75	76.23	44
Bermuda	.76	.13	1.15	1.67	2.19	3.23	5.83	12.07	22
Bolivia (3)	**1.08**	**.40**	**2.28**	**3.88**	**5.48**	**8.68**	**16.68**	**71.08**	**44**
British Guiana	**1.07**	**.39**	**2.24**	**3.80**	**5.36**	**8.48**	**16.28**	**35.00**	**22**
Chile	**1.31**	**.56**	**2.99**	**5.23**	**7.47**	**11.97**	**23.17**	**50.05**	**22**
China (6)	1.43	1.08	4.67	8.99	13.31	21.95	43.55	216.35	50
Colombia	1.21	.40	2.42	4.02	5.62	7.92	15.92	67.12	44
Cuba (4)	**.80**	**.16**	**1.25**	**1.85**	**2.45**	**3.65**	**6.65**	**13.85**	**22**
Curacao	**.72**	**.36**	**1.80**	**3.24**	**4.68**	**2.56**	**14.76**	**63.72**	**44**
Czechoslovakia	.88	.48	2.32	4.24	6.16	10.00	19.60	84.88	44
Denmark (incl. Faroe Islands)	.97	.47	2.38	4.26	6.14	9.90	19.30	83.22	44
Dominican Republic	**.86**	**.22**	**1.52**	**2.40**	**3.28**	**5.04**	**9.44**	**39.36**	**44**
Ecuador	1.24	.33	2.23	3.55	4.87	6.51	13.11	57.99	44
Egypt	1.35	.64	3.27	5.83	8.39	13.51	26.31	57.03	22
Eire (Ireland)	.97	.37	2.08	3.56	5.04	8.00	15.40	16.88	11
Estonia	1.66	.63	3.55	6.97	8.59	13.63	26.22	56.47	22
Fiji Islands	**1.67**	**1.00**	**4.67**	**8.67**	**12.67**	**20.67**	**40.67**	**88.67**	**22**
Finland	.88	.51	2.41	4.45	6.49	10.57	20.77	90.53	44
France	1.22	.44	2.54	4.30	6.06	9.58	18.38	39.50	22
French Guiana	.79	.44	2.11	3.87	5.63	9.15	17.95	19.71	11
Germany	.95	.45	2.30	4.10	5.90	9.50	18.50	40.10	22
Gold Coast Colony	1.18	.64	3.10	5.66	8.22	13.34	26.14	56.86	22
Great Britain & No. Ireland	1.00	.41	2.23	3.87	5.51	8.79	16.99	36.67	22
Greece (incl. Crete and Dodecanese Islands)	1.07	.57	2.78	5.06	7.34	11.90	23.30	50.66	22
Guatemala	**1.01**	**.35**	**1.76**	**2.76**	**3.76**	**5.76**	**10.76**	**44.76**	**44**
Haiti	**.72**	**.21**	**1.35**	**2.19**	**3.03**	**4.71**	**8.91**	**37.47**	**44**
Honduras (5)	**.78**	**.28**	**1.62**	**2.74**	**3.86**	**6.10**	**11.70**	**49.78**	**44**
Hong Kong	1.74	1.39	5.91	11.47	17.03	28.15	55.95	122.67	22
Ireland	.89	.33	1.88	3.20	4.52	7.16	13.76	58.64	44
India	1.70	.96	4.58	8.42	12.26	19.94	39.14	85.22	22
Iraq	1.47	.72	3.63	6.51	9.39	15.15	29.55	127.47	44
Italy	1.08	.50	2.58	4.58	6.58	10.58	20.58	44.58	22
Latvia	1.66	.63	3.55	6.07	8.59	13.63	26.23	56.47	22
Lithuania	1.66	.63	3.55	6.07	8.59	13.63	26.23	56.47	22
Luxembourg	.98	.43	2.27	3.99	5.71	9.15	17.75	76.23	44
Mexico	.64	.18	1.18	1.90	2.62	4.06	11.26	45.74	44
New Zealand	1.82	1.17	5.33	10.01	14.69	24.05	47.45	52.13	11
Netherlands	.89	.14	2.21	3.97	5.73	9.25	18.05	77.89	44
Newfoundland (incl. Labrador) (4)	.76	.16	1.24	1.88	2.52	3.80	7.00	10.20	15
Nicaragua	**.80**	**.29**	**1.67**	**2.83**	**3.99**	**6.31**	**12.11**	**51.55**	**44**
Norway (incl. Spitzbergen)	1.02	.47	2.43	4.31	6.19	9.95	19.35	83.27	44
Philippines (7)	1.81	1.26	5.59	10.62	15.67	25.75	50.95	222.31	44
Portugal (1)	.71	.44	2.03	3.79	5.55	9.07	17.87	19.63	11
El Salvador	**1.02**	**.36**	**1.80**	**3.06**	**3.10**	**5.18**	**10.38**	**45.74**	**44**
Siam	2.29	1.50	6.79	12.79	18.79	30.79	60.79	126.79	22
Surinam	**.92**	**.41**	**2.15**	**3.79**	**5.43**	**8.71**	**16.91**	**72.67**	**44**
Sweden	.85	.45	2.32	4.28	6.24	10.16	19.96	86.60	44
Switzerland	.92	.46	2.30	4.14	5.98	9.66	18.86	81.42	44
Syria (2)	1.22	.64	3.14	5.70	8.26	13.38	26.18	113.22	44
Tricate	1.08	.50	1.58	3.58	5.58	9.58	19.58	43.58	22
Trinidad and Tobago	**1.03**	**.25**	**2.08**	**3.43**	**4.88**	**7.68**	**14.68**	**31.48**	**22**
Tunisia	1.11	.54	2.73	4.89	7.05	11.37	22.17	95.61	44
Turkey	1.15	.57	2.86	5.14	7.42	11.98	23.38	100.90	44
Union of South Africa	1.31	.94	4.13	7.89	11.65	19.17	37.97	41.73	11
Union of Soviet Socialist Republics	1.66	.63	3.55	6.07	8.59	13.63	26.23	56.47	22
Uruguay	**1.26**	**.76**	**3.54**	**6.58**	**9.62**	**15.70**	**30.90**	**134.26**	**44**
Vatican City State	1.08	.50	1.58	3.58	5.58	9.58	19.58	43.58	22
Venezuela	**1.27**	**.36**	**2.35**	**3.79**	**5.23**	**8.11**	**13.51**	**50.73**	**44**

Note: Weight limits are set by the respective countries involved.)

(1) Limit of 22 pounds to Lisbon only.
(2) Chaba and Sakhad have an 11-pound limit: Bloudan, Tel Ablad, and Yabroud have a 22-pound limit.
(3) Parcel for Bolivia exceeding 11 or 22 pounds in weight accepted for certain offices only.
(4) Parcels weighing 8 ounces or less should not have customs declarations or parcel post stickers attached.
(5) Parcels for Honduras exceeding 11 pounds in weight, accepted for certain offices only.
(6) Parcels for China exceeding 22 pounds in weight accepted for the cities of Canton (Kwangtung), Peiping (Hopeh), Shanghai (Kiangsu), Swatow (Kwangtung), and Tientsin (Hopeh) only.
(7) Parcels for the cities of Manila, Baguio, Iloilo, Cebu, Zamboanga, and Davao, and the municipality of Tacloban in the Province of Leyte may weigh up to 44 pounds. The weight limit for other places is 11 pounds, except that parcels containing only legal, educational, medical, or scientific books may weigh up to 22 pounds when addressed for delivery in cities in the Philippines.

AIR SHIPPING ★★★

[REG. U. S. PAT. OFF.]

International Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage
BUJ—Beaumont, Tex.
BGR—Bangor, Me.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
HFD—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HJR—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
MKC—Kansas City, Mo.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
QY—Sydney, N. S.
STL—St. Louis
SAT—San Antonio
SFO—San Francisco
SEC—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SQF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, I d.
TOL—Toledo, Ohio
VR—Vancouver, B. C.
DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AO—American Overseas
B—Braniff International Airways
BC—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
C—Colonial Airlines
CS—Chicago & Southern Air Lines
EA—Expreso Aereo Interamericano
K—KLM Royal Dutch Airlines
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and affiliates
PH—Philippine Air Lines
PI—Peruvian International Airways
S—Sabena
SI—Skyways International
SW—Seaboard & Western
SS—Scandinavian Airlines System
T—Trans-Canada Air Lines
TA—TACA Airways
TC—Trans-Caribbean Air Line
TR—Transocean Air Lines
TW—Trans World Airline
U—United Air Lines
W—Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over $7.71 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

K: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

P: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

PH: To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to Manila.

SW: Special rates for shipments of 1,000-4,999 lbs. and 5,000-9,999 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TA: No valuation charge for shipments under $5,000 valuation . . . TACA has a special rate for shipments over 500 lbs.

TC Cheaper "deferred" rate available. Contact airline direct.

* This involves onward carriage by another airline.

▲ TCA Aircargo rate of 25 lbs. or less.

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Aalborg, Denmark	LGA AO*	1 30	92	.15	Su,T
"	IDL SS	1 28	89	20	M,W,F
"	IDL K	1 23	86	....	....
Aarhus, Denmark	LGA AO*	1 27	89	.15	Su,T
"	IDL SS	1 27	88	20	M,W,F
Abadan, Iran	LGA BO	1 01	1 43	20	....
"	BOS AO*	1 97	1 62	.15	Tu,Sa
"	LGA AO*	2 00	1 64	.15	Dly
Aberdeen, Scotland	LGA AO*	1 24	98	.15	Dly
Abo, Finland	LGA AO*	1 46	1 01	.15	Su,T,Th
"	BOS AO*	1 43	98	.15	Th
Accra, Br. Gold Coast	LGA F	1 89	1 42	.15	M,Th
"	BOS P	1 86	1 40	.15	M,Th
"	LGA BO	1 89	1 42	20	Su,T,Th
"	IDL AF	1 89	1 42	.20	....
"	BOS AF	1 86	1 40	.20	....
"	BOS AO*	2 05	1 54	.15	Tu,Sa
"	LGA AO*	2 08	1 56	.15	Dly
Addis Ababa, Ethiopia	LGA AO*	2 29	1 72	.15	Dly
"	BOS AO*	2 26	1 70	.15	Tu,Sa
"	LGA BO	2 14	1 63	.20	....
"	EWR TC	1 95	1 50	....	....
"	IDL S*	2 14	1 63	....	Th
Aden, Aden	LGA AO*	2 19	1 64	.15	Dly
"	BOS AO*	2 16	1 62	.15	Tu,Sa
"	LGA BO	2 11	1 60	.20	....
Ajaccio, Fr. Corsica	LGA AO*	1 32	1 04	.15	Dly
"	IDL AF	1 20	97	.20	Thrice Wkly
"	BOS AF	1 26	95	.20	....
Alexandria, Egypt	LGA BO	1 62	1 12	.30	....
Algiers, Algeria	LGA TW	1 32	95	.20	M
"	LGA AO*	1 52	1 18	.15	T,F,Sa
"	BOS AO*	1 51	1 16	.15	F
"	LGA C*	1 30	93	.30	....
"	IDL AF	1 32	95	.20	Dly
"	BOS AF	1 29	93	.20	Dly
"	EWR TC	1 00	80	....	....
"	IDL S*	1 32	95	....	Th
Allahabad, India	DCA C*	1 30	93	.30	....
"	IDL AF	1 32	95	.20	Dly
Amsterdam, Netherlands	LGA AO	1 12	83	.15	T,F,Sa
"	BOS AO*	1 12	81	.15	F
"	LGA SI	1 25	.75	25	Frequently
"	IDL S	1 15	83	....	Th
"	LGA TR	.86	71	12½	....
"	HFD TR	.86	71	12½	....
"	LGA C*	1 13	83	30	....
"	DCA C*	1 13	83	30	....
"	LGA BO	1 13	83	20	Su,T,Th
"	IDL SS	1 43	98	20	M,W,F
"	IDL AF	1 13	83	20	Dly
"	BOS AF	1 10	81	20	Dly
"	IDL K	1 13	83	.15	Dly except Su
"	EWR TC	.85	70	.25	....
Anchorage, Alaska	SEC P	.46	.18	.15	Dly
"	SEC NW	.23	.15	.15	Dly
"	MPS NW	.35	.20	.15	Dly
"	OAK TR	.61	.29½	.15	....
Ankara, Turkey	LGA C*	1 71	1 37	.30	....
"	DCA C*	1 71	1 37	.30	....
Antigua, B.W.I.	LGA P	.46	.41	.15	Dly
"	MIA P	.45	.33	.15	Dly
Antigua (cont'd)	MSY P	.96	....	.15	Dly
"	HOU P	1 18	....	.15	Dly
"	BRO P	1 10	....	.15	Dly
"	CRP P	1 13	....	.15	Dly
"	NLD P	1 12	....	.15	....
"	LAX P	1 35	....	.15	Dly
Antilla, Cuba	MIA P	.20	.15	.15	Dly
Antofagasta, Chile	MIA P	1 19	.86	.15	Dly
"	MSY P	1 35	1 01	.15	Dly
"	HOU P	1 41	1 05	.15	Dly
"	BRO P	1 36	1 02	.15	Dly
"	CRP P	1 38	1 04	.15	Dly
"	NLD P	1 36	....	.15	....
"	LAX P	1 51	1 13	.15	Dly
"	DCA PI	1 29	.95	.20	T,W,F,Sa
"	IDL PI	1 31	.97	.20	T,W,F,Sa
"	LGA SI	1 28	.95	.20	Frequently
"	MIA SI	1 19	.86	.20	Frequently
Antwerp, Belgium	LGA AO*	1 12	.85	.15	Dly
"	BOS AO*	1 09	.83	.15	Tu,Sa
"	IDL S*	1 12	.82	....	Th
Any Destination in Colombia other than those named herein	MIA P	.72	.49	.15	Dly
"	MSY P	1 18	....	.15	Dly
"	HOU P	1 28	....	.15	Dly
"	BRO P	1 20	....	.15	Dly
"	CRP P	1 23	....	.15	Dly
"	NLD P	1 22	....	.15	....
"	LAX P	1 49	....	.15	Dly
Aracaju, Brazil	LGA P	1 54	....	.15	Dly
"	MIA P	1 26	....	.15	Dly
"	MSY P	1 53	....	.15	Dly
"	HOU P	1 68	....	.15	Dly
"	BRO P	1 60	....	.15	Dly
"	CRP P	1 63	....	.15	Dly
"	NLD P	1 63	....	.15	....
"	LAX P	1 90	....	.15	Dly
Arecibo, Puerto Rico	EWR TC	30	.20	....	Frequently
Arequipa, Peru	MIA P	1 10	.83	.15	Dly
"	MSY P	1 27	.95	.15	Dly
"	HOU P	1 33	.99	.15	Dly
"	BRO P	1 28	.96	.15	Dly
"	CRP P	1 30	.98	.15	Dly
"	NLD P	1 26	....	.15	....
"	LAX P	1 46	1 10	.15	Dly
Arica, Chile	MIA P	1 14	.85	.15	Dly
"	MSY P	1 30	.98	.15	Dly
"	HOU P	1 36	1 01	.15	Dly
"	BRO P	1 31	.98	.15	Dly
"	CRP P	1 34	1 00	.15	Dly
"	NLD P	1 26	....	.15	....
"	LAX P	1 48	1 11	.15	Dly
"	MIA SI	1 14	.85	.20	Frequently
"	LGA SI	1 23	.94	.20	Frequently
Armenia, Colombia	MIA P	.65	.44	.15	Dly
"	MSY P	1 04	....	.15	Dly
"	HOU P	1 15	....	.15	Dly
"	BRO P	1 07	....	.15	Dly
"	CRP P	1 10	....	.15	Dly
"	NLD P	1 09	....	.15	....
"	LAX P	1 34	....	.15	Dly
"	LGA P	.76	.55	.15	Dly
"	BUJ CS	.51	.39	.15	T,Th,Sa
"	CHI CS	.53	.41	.15	T,Th,Sa
"	YIP CS	.53	.41	.15	T,Th,Sa
"	ELD CS	.52	.40	.15	T,Th,Sa
"	EVV CS	.51	.39	.15	T,Th,Sa
"	FWA CS	.53	.41	.15	T,Th,Sa
"	GRW CS	.50	.38	.15	T,Th,Sa
"	HOT CS	.52	.40	.15	T,Th,Sa
"	HOU CS	.51	.39	.15	T,Th,Sa
"	IND CS	.52	.40	.15	T,Th,Sa
"	JAN CS	.50	.38	.15	T,Th,Sa
"	LIT CS	.52	.40	.15	T,Th,Sa
"	MEM CS	.50	.38	.15	T,Th,Sa
"	MSY CS	.49	.37	.15	T,Th,Sa
"	PUK CS	.51	.39	.15	T,Th,Sa
"	PIA CS	.53	.41	.15	T,Th,Sa
"	STL CS	.52	.40	.15	T,Th,Sa
"	SHV CS	.52	.40	.15	T,Th,Sa
"	HUF CS	.53	.41	.15	T,Th,Sa
"	TOL CS	.53	.41	.15	T,Th,Sa
Aruba, N.W.I.	MIA K	.41	.29	.15	Su,T,Th,Sa
Asmara, Ethiopia	LGA AO*	2 08	1 56	.15	Dly
"	BOS AO*	2 05	1 54	.15	Tu,Sa
"	LGA BO	1 98	1 55	.20	Dly except W
Asuncion, Paraguay	LGA P	1 77	....	.15	Dly
"	MIA P	1 53	....	.15	Dly
"	MSY P	1 75	....	.15	Dly
"	HOU P	1 94	....	.15	....
"	BRO P	1 86	....	.15	Dly
"	CRP P	1 89	....	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Asuncion, Paraguay	NLD P	1 89		.15	
"	LAX P	2 19		.15	Dly
"	EWR TC	1 70	1 50		Frequently
Athens, Greece	LGA AO*	1 70	1 33	.15	T,F,Sa
"	BOS AO*	1 69	1 31	.15	F
"	IDL Sa	1 57	1 11		Sa
"	LGA SI	1 70	1 35	.25	Frequently
"	LGA TR	1 20	90	.15	
"	HFD TR	1 20	90	.15	
"	IDL SW	1 28	1 03	.20	
"	LGA C*	1 55	1 11	.30	
"	DCA C*	1 55	1 11	.30	
"	LGA BO	1 57	1 11	.20	Su,T,Th
"	IDL AF	1 57	1 11	.20	Weekly
"	BOS AF	1 54	1 09	.20	
"	IDL K	1 57	1 11	.15	W
"	IDL SS	1 57	1 11	.20	M,W,F
"	LGA TW	1 57	1 11	.20	Dly
"	DCA TW	1 50	1 14	.30	M,Sa
"	CHI TW	1 63	1 18	.20	Sa
"	PHL TW	1 58	1 13	.20	M,Sa
"	BOS TW	1 54	1 09	.20	W,F
"	YIP TW	1 61	1 16	.20	Sa
"	EWR TC	1 00	.85	.25	
"	IDL S	1 57	1 11		Th
Auckland, N. Z.	LAX P	2 06	1 55	.15	M
"	SFO P	2 06	1 55	.15	M
"	PDX P	2 06	1 55	.15	
"	SEC P	2 06	1 55	.15	
"	BOS AO*	3 80	3 27	.15	Tu,Sa
"	LGA AO*	3 83	3 29	.15	Dly
"	LGA BO	3 73	2 80	.20	Su,T,Th
"	SFO BO*	2 06	1 55	.15	
"	SFO BC	2 06	1 55	...	Alternate F
"	HJR BC	1 39	1 04	...	Alternate Sa
"	VR BC	2 17	1 63	...	Alternate F
Augusta, Italy	LGA AO*	1 45	1.15	.15	Dly
"	BOS AO*	1 42	1 13	.15	Tu,Sa
"	LGA BO	1 37	.97	.15	Dly except W
Baghdad, Iraq	LGA AO*	1 94	1 46	.15	Dly
"	BOS AO*	1 91	1 44	.15	Tu,Sa
"	LGA SI	2 36	1 60	.25	Frequently
"	LGA C*	1 74	1 30	.30	
"	DCA C*	1 74	1 30	.30	
"	IDL AF	1 76	1 32	.20	Weekly
"	BOS AF	1 73	1 30	.20	
"	IDL SS	1 76	1 32	.20	M,W,F
"	EWR TC	1 56	1 25	....	Frequently
"	IDL S*	1 76	1 32	....	Th
Bahia, Brazil (*See Sao Salvador*)					
Bahrein, Arabia	LGA AO*	2 07	1 55	.15	Dly
"	BOS AO*	2.04	1.53	.15	Tu,Sa
"	LGA SI	2 40	1.65	.25	Frequently
"	LGA C*	2 00	1.50	.30	
"	DCA C*	2 00	1 50	.30	
"	LGA BO	1 91	1 43	.20	
Balboa, Canal Zone	MIA P	.39	.29	.15	Dly
"	MSY P	.47	.37	.15	Dly
"	HOU P	.50	.39	.15	Dly except W
"	BRO P	.50	.39	.15	Dly
"	NLD P	.66	.47	.15	
"	CRP P	.50	.39	.15	Dly
"	LAX P	.83	.63	.15	Dly
"	MIA SI	.38	.28	.10	Frequently
"	LGA SI	.47	.37	.10	Frequently
"	HOU B	.50	.39	.10	Su,T,Th
"	CHI B	.53	.42	.20	Su,T,Th
"	CRP B	.50	.39	.10	Su,T,Th
"	DAL B	.51	.40	.10	Su,T,Th
"	YIP B	.51	.41	.20	Su,T,Th
"	MSY B	.47	.37	.15	Su,T,Th
Bangkok, Siam	LGA C*	2 44	1 83	.30	
"	DCA C*	2 44	1.83	.30	
"	LGA P	2 46	1 96	.15	W,Sa
"	PDX P	2 89	2 17	.15	
"	SEC P	2 89	2 17	.15	
"	LAX P	2 89	2 17	.15	M,T,W,F,Sa
"	BOS P	2 43	1 94	.15	
"	SFO P	2 89	2 17	.15	M,T,W,F,Sa
"	LGA AO*	2 61	1 93	.15	Dly
"	BOS AO*	2 58	1 93	.15	Tu,Sa
"	IDL AF	2 54	2 20	.20	
"	BOS AF	2 51	2 18	.20	
"	LGA SI	2 60	2 22	.25	Frequently
"	LGA TR	2 34	2 00	.25	
"	HFD TR	2 34	2 00	.25	
"	OAK TW	2 21	1 92	.20	
"	LGA BO	2 46	1 96	.20	Su,T,Th
"	IDL K	2 48	2 29	.15	Dly except Su
"	LAX W*	2 50	1 80	.20	
"	PDX W*	2 50	1 80	.20	
"	SEC W*	2 50	1 80	.20	
"	EWR TC	2 30	1 90	.25	
Bangui, Belg. Congo	IDL AF	2 54	1 91	.20	Weekly
"	BOS AF	2 51	1 88	.20	
Baracoa, Cuba	MIA P	.22	.16	.15	Dly
Barcelona, Spain	LGA AO*	1 34	1 05	.15	Dly
"	BOS AO*	1 31	1 03	.15	T,Sa
"	IDL AF	1 30	98	.20	Twice Wkly
"	BOS AF	1 27	95	.20	Twice Wkly
"	IDL Sa	1 41	1 06		Su
"	LGA P	1 30	98	.15	
"	BOS P	1 27	95	.15	
Barcelona, Venezuela	LGA P	.66	.54	.15	Dly
"	MIA P	.55	.38	.15	Dly
"	MSY P	.93	.63	.15	Dly
"	HOU P	1 02	.68	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Barcelona (Cont.)	BRO P	.94	.64	.15	Dly
"	NLD P	1 15	....	.15	
"	CRP P	.97	.65	.15	Dly
"	LAX P	1 56	....	.15	Dly
"	MIA K	.53	.38	.15	T,Sa
"	LGA C*	.75	.52	.30	
"	DCA C*	.75	.52	.30	
Barranca, Bermeja, Col.	MIA P	.80	.41	.15	Dly
"	LGA P	.71	.52	.15	Dly
"	MSY P	1 12	....	.15	Dly
"	HOU P	1 28	....	.15	Dly
"	BRO P	1 20	....	.15	Dly
"	CRP P	1 33	....	.15	Dly
"	NLD P	1 23	....	.15	
"	LAX P	1 49	....	.15	Dly
Barranquilla, Colombia	MIA P	.36	.28	.15	Dly
"	LGA P	.47	.37	.15	Dly
"	MSY P	.74	.52	.15	Dly
"	HOU P	.84	.58	.15	Dly
"	BRO P	.75	.53	.15	Dly
"	CRP P	.78	.55	.15	Dly
"	NLD P	.98	....	.15	
"	LAX P	1 23	....	.15	Dly
"	LGA SI	.44	.37	.10	Frequently
"	MIA SI	.35	.25	.10	Frequently
"	MIA K	.53	.38	.13	T,F
Basle, Switzerland	LGA AO*	.30	.98	.15	T,F,Sa
"	BOS AO*	1.29	.98	.15	F
"	LGA TR	.92	.80	12½	
"	HFD TR	.92	.80	12½	
"	LGA C*	1.30	.92	.30	
"	DCA C*	1 20	.92	.30	
"	IDL AF	1 19	.88	.20	Six Weekly
"	BOS AF	1 16	.86	.20	
"	IDL S	1 19	.88	....	Th
"	IDL K	1 19	.88	.15	T,F
"	EWR TC	.95	.75	....	Frequently
Basrah, Iraq	IDL K	1.85	1 52	.15	Dly except Su
"	LGA AO*	1 73	1 30	.15	Dly
"	BOS AO*	1 70	1 28	.15	T,Sa
"	LGA SI	2 40	1 65	.25	Frequently
"	LGA C*	1 83	1 30	.30	
"	DCA C*	1 83	1 30	.30	
"	LGA BO	1 85	1 32	.20	Su,T,Th
"	IDL AF	1 85	1 32	.20	Su,T,Th,F,Sa
"	BOS AF	1 82	1 30	.20	Su,T,Th,F,Sa
"	LGA TW	1 85	1 32	.20	Su,T,F
"	EWR TC	1 70	1 20		Frequently
"	LGA P	1 85	1 32	....	
"	BOS P	1 82	1 30	....	
Bastia, Corsica	IDL AF	1 29	.97	.20	Six Weekly
"	BOS AF	1 28	.96	.20	
"	LGA AO*	1 32	1 04	.15	Dly
"	BOS AO*	1 29	1.02	.15	T,Sa
Batavia, Java	LGA AO*	2 93	2 18	.15	Dly
"	LGA BO	2 68	2 36	.20	
"	LGA SI	2 95	2 38	.25	Frequently
"	IDL K	2 68	2 36	.15	Dly except Su
Bauru, Brazil	LGA P	1 67	....	.15	Dly
"	MIA P	1 46	....	.15	Dly
"	MSY P	1 60	....	.15	Dly
"	HOU P	1 79	....	.15	Dly
"	BRO P	1 71	....	.15	Dly
"	CRP P	1 74	....	.15	Dly
"	NLD P	1 73	....	.15	
"	LAX P	2 05	....	.15	Dly
Bayamo, Cuba	MIA P	.17	.13	.15	Dly
Beirut, Lebanon	LGA AO*	1 73	1 30	.15	Dly
"	BOS AO*	1 70	1 28	.15	T,Sa
"	LGA SI	2 25	1 50	.25	Frequently
"	IDL AF	1 62	1 12	.20	
"	BOS AF	1 59	1 10	.20	
"	EWR TC	1 55	1 10	....	Frequently
"	IDL S*	1 62	1 12	....	Th
Belem, Brazil	LGA P	.94	.68	.15	Dly
"	MIA P	.89	.61	.15	Dly
"	MSY P	1 28	.81	.15	Dly
"	HOU P	1 38	.85	.15	Dly
"	BRO P	1 30	.81	.15	Dly
"	CRP P	1 33	.83	.15	Dly
"	NLD P	1 35	....	.15	
"	LAX P	1 56	....	.15	Dly
"	MIA SI	.88	.60	.20	Frequently
"	LGA SI	.99	.68	.20	Frequently
"	EWR TC	.88	.62	....	Frequently
Belfast, N. Ireland	LGA AO*	1 16	.80	.15	Dly
"	BOS AO*	1 13	.87	.15	T,Sa
"	LGA BO	1 02	.78	.20	
Belgrade, Yugoslavia	LGA AO*	1 52	1 18	.15	T,F,Sa
"	BOS AO*	1 49	1 16	.15	F
"	IDL AF	1 51	1 15	.20	
"	BOS AF	1 48	1 11	.20	
"	IDL S*	1 51	1 09	....	Th
Belize, Br. Hond.	MSY TA	.39	.29		M,W,F
"	MEX TA	.33	.24	....	T,Th,Sa
Bello-Horizonte, Brazil	LGA P	1 64	....	.15	Dly
"	MIA P	1 44	....	.15	Dly
"	MSY P	1 56	....	.15	Dly
"	HOU P	1 77	....	.15	Dly
"	BRO P	1 69	....	.15	Dly
"	CRP P	1 72	....	.15	Dly
"	NLD P	1 72	....	.15	
"	LAX P	1 95	....	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Bergen, Norway	LGA AO*	1 20	.94	.15	T,F
"	IDL SS	1 26	.88	.20	T,Sa
Berlin, Germany	LGA AO	1 29	.92	.15	Dly except Th
"	BOS AO	1 26	.90	.15	F
"	LGA TR	1 00	.85	12½	
"	HFD TR	1 00	.85	12½	
"	LGA BO	1 29	.92	.20	Su,T,Th
"	IDL AF	1 29	.92	.20	
"	BOS AF	1 26	.90	.20	
Bermuda	LGA BO	.25	.15	.10	Su,M,T,Sa
"	EWR TC	.25	.15		Frequently
"	LGA C	.25	.15	.10	Dly
"	DCA C	.25	.15	.10	Twice Wkly
Bilwaskarma, Nic.					
Bluefields, Nicaragua	MSY TA	.55	.42	....	M,W,F
"	MEX TA	.43	.33	....	T,Th,Sa
Bogota, Colombia	MIA P	.62	.42	.15	Dly
"	LGA P	.73	.53	.15	Dly
"	MSY P	1.08	....	.15	Dly
"	HOU P	1 19	....	.15	Dly
"	BRO P	1.11	....	.15	Dly
"	NLD P	1.13	....	.15	
"	CRP P	.14	....	.15	Dly
"	LAX P	1.38	....	.15	Dly
"	MIA SI	.61	.31	.10	Frequently
"	LGA SI	.70	.48	.10	Frequently
Bombay, India	LGA AO*	2 38	1 78	.15	Dly
"	BOS AO*	2 35	1 76	.15	T,Sa
"	LGA SI	2 45	1 85	.25	Frequently
"	LGA TR	2 22	1 42	.20	
"	HFD TR	2 22	1 42	.20	
"	LGA C*	2 21	1 65	.30	
"	DCA C*	2 21	1 65	.30	
"	LGA BO	2 23	1 67	.20	Su,T,Th
"	LGA TW	2 23	1 67	.20	Su,M,W,Th
"	IDL K*	2 23	1 67	.20	Dly except Su
"	EWR TC	2 00	1 40	.25	
Bonaire, N.W.I.	MIA K	.44	.32	....	Su,T,Th,Sa
Bonanza, Nicaragua	MSY TA	.56	.43	.10	M,W,F
"	MEX TA	.44	.34	....	T,Th,Sa
Bone, Algeria	LGA AO*	1 42	1 12	.15	Dly
"	BOS AO*	1 39	1 10	.15	T,Sa
"	IDL AF	1 38	1 04	.20	Dly
"	BOS AF	1 35	1 01	.20	
Bordeaux, France	LGA AO*	1 21	.88	.15	Dly
"	BOS AO*	1 18	.86	.15	T,Sa
"	LGA BO	1 21	.88	.20	Su,T,Th
Bratislava, Czecho	LGA AO*	1.40	1 08	.15	T,F,Sa
"	BOS AO*	1 39	1 06	.15	F
"	IDL S*	1 38	.99	....	Th
Brazzaville, Fr. Eq. Af.	IDL AF	2 25	1 69	.20	Wkly
"	BOS AF	2 22	1 67	....	
"	BOS AO*	2 35	1 73	.15	F
"	LGA AO*	2 36	1 75	.15	T,F,Sa
Brno (Brun), Czecho	LGA AO*	1 37	1 05	.15	T,F,Sa
"	IDL S*	1 35	.97	....	Th
"	BOS AO	1.36	1 03	.15	F
Brussels, Belgium	LGA P	1 12	.82	.15	Dly
"	BOS P	1 09	.80	.15	Dly
"	LGA AO*	1 12	.86	.15	T,F,Sa
"	BOS AO*	1 09	.84	.15	T,Sa
"	LGA SI	1 13	.73	.25	Frequently
"	LGA S	1 12	.82	....	Th
"	LGA TR	.80	.65	12½	
"	HFD TR	.80	.65	12½	
"	IDL SW	.92	.73	.20	
"	LGA C*	1.10	.82	.30	
"	DCA C*	1.10	.82	.30	
"	LGA BO	1 12	.82	.20	Su,T,Th
"	IDL SS	1 48	1 01	.20	M,W,F
"	IDL AF	1 12	.82	.20	Dly
"	BOS AF	1 09	.80	.20	Dly
"	IDL K	1 15	.83	.15	Dly except Sa
"	EWR TC	.75	.65	.25	
Bucaramanga, Colombia	MIA P	.60	.41	.15	Su,W,F
"	LGA	.71	.52	.15	Dly
"	MSY P	1 12	....	.15	Su,M,Th,F
"	HOU P	1 28	....	.15	Su,M,Th,F
"	BRO P	1 20	....	.15	Su,M,Th,F
"	CRP P	1 23	....	.15	Su,M,Th,F
Bucaramanga (cont'd)	NLD P	1 23	....	.15	
"	LAX P	1 48	....	.15	Su,M,Th,Sa
Bucharest, Rumania	LGA AO*	1 60	1 25	.15	T,F,Sa
"	BOS AO*	1 59	1 23	.15	F
"	IDL AF	1 61	1 21	.20	
"	BOS AF	1 58	1 19	.20	
"	IDL S*	1 58	1 14	....	Th
Budapest, Hungary	LGA AO*	1 45	1 11	.15	T,F,Sa
"	BOS AO*	1 44	1.09	.15	F
"	IDL AF	1 45	1.09	.20	
"	BOS AF	1 42	1 07	.20	
"	IDL S*	1 42	1 02	....	Th
Buenaventura, Col.	MIA P	.66	.46	.15	T,Th
"	LGA P	79	.57	.15	Dly
"	MYS P	1 19	....	.15	F
"	HOU P	1 28	....	.15	F
"	BRO P	1 20	....	.15	F
"	CRP P	1 23	....	.15	F
"	NLD P	1 26	....	.15	
"	LAX P	1 52	....	.15	Th

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Buenos Aires, Argentina	LGA P	1 64	.94	.15	Twice Dly
"	MIA P	1 56	.90	.15	Twice Dly
"	MSY P	1 54	1 16	.15	Dly
"	HOU P	1 58	1 19	.15	Dly
"	BRO P	1 54	1 16	.15	Dly
"	CRP P	1 56	1 17	.15	Dly
"	NLD P	1 68		.15	
"	LAX P	1 79	1 34	.15	Dly
"	LGA SI	1 54	.93	.20	Frequently
"	MIA SI	1 45	.89	.20	Frequently
"	EWR TC	1 70	1 30		Frequently
Bulawayo, S. Rhodesia	IDL S	2 66	2 01		Th
"	BOS AO*	2 46	2 06	.15	T,Sa
"	LGA AO*	2 49	2 08	.15	Dly
Calbarien, Cuba	MIA P	.15	.11	.15	Dly
Cairo, Egypt	LGA AO*	1 73	1 30	.15	T,F,Sa
"	BOS AO*	1 70	1 28	.15	T,Sa
"	LGA SI	1 83	1 35	.25	Frequently
"	IDL S	1 62	1 12		Th
"	LGA TR	1 42	1 30	.15	
"	HFD TR	1 42	1 30	.15	
"	IDL SW	1 48	1 16	.20	
"	LGA C*	1 60	1 10	.30	
"	DCA C*	1 60	1 10	.30	
"	LGA BO	1 62	1 12	.20	Su,T,Th
"	IDL AF	1 62	1 12	.20	Twice Weekly
"	BOS AF	1 59	1 10	.20	
"	IDL K	1 62	1 12	.15	Dly except Su
"	LGA TW	1 62	1 12	.20	Dly
"	DCA TW	1 64	1 15	.20	M,Sa
"	BOS TW	1 59	1 10	.20	W,F
"	PHL TW	1 63	1 14	.20	M,Sa
"	CHI TW	1 68	1 19	.20	Sa
"	YIP TW	1 66	1 17	.20	Sa
"	EWR TC	1 37	1 00		Frequently
Calcutta, India	LGA P	2 31	1 89	.15	T
"	BOS P	2.28	1 86	.15	T
"	PDX P	3 25	2 44	.15	
"	SEC P	3.25	2 44	.15	
"	SFO P	3 25	2 44	.15	T,F
"	LAX P	3 25	2 44	.15	T,F
"	IDL K	2 31	1 98	.15	Dly except Su
"	LGA BO	2 31	1 89	.20	Su,T,Th
"	LGA C*	2 29	1 71	.30	
"	DCA C*	2 29	1 71	.30	
"	IDL AF	2 31	1 89	.20	Twice Wkly
"	BOS AF	2 28	1 87	.15	Twice Wkly
"	LGA AO*	2 52	1 89	.15	Dly
"	BOS AO*	2 49	1 87	.15	T,Sa
"	LGA SI	2 45	1 95	.25	Frequently
"	LGA TR	2 20	1 78	.25	
"	HFD TR	2 20	1 78	.25	
"	OAK TR	2 04	2 12	.20	
"	LAX W*	3 27	2 35	.20	
"	PDX W*	3 27	2 35	.20	
"	SEC W*	3 27	2 35	.20	
"	EWR TC	2 10	1 80	.25	
Calgary, Alb., Canada	LGA T*	8.50	.31	.10	Dly
Cali, Colombia	MIA P	.61	.46	.15	Dly
"	LGA P	.72	.57	.15	Dly
"	MSY P	.69	.54	.15	Dly
"	HOU P	.72	.56	.15	Dly
"	BRO P	.72	.56	.15	Dly
"	CRP P	.72	.56	.15	Dly
"	NLD P	.99		.15	
"	LAX P	1 05	.80	.15	Dly
"	LGA SI	.69	.55	.10	Frequently
"	MIA SI	.61	.46	.10	Frequently
Camaguey, Cuba	MIA P	.12	.09	.15	Dly
Campeche, Mexico	MIA P	.39		.15	Dly
"	MSY P	.35		.15	Dly
"	HOU P	.57		.15	Dly
"	BRO P	.49		.15	Dly
"	CRP P	.52		.15	Dly
"	NLD P	1.63		.15	
"	LAX P	.89		.15	Dly
Campo Grande, Brazil	LGA P	1 75		.15	T,F,Sa
"	MIA P	1 48		.15	Su,W,Sa
"	MSY P	1 61		.15	M,Th,F
"	HOU P	1 68		.15	M,Th,F
"	BRO P	1 60		.15	M,Th,F
"	CRP P	1 63		.15	M,Th,F
"	NLD P	1 83		.15	
"	LAX P	2 15		.15	Su,W,Th
Cannavieras, Brazil	LGA P	1 62		.15	Th,Sa
"	MIA P	1 33		.15	Sa
"	MSY P	1 56		.15	Th
"	HOU P	1 77		.15	Th
"	BRO P	1 69		.15	Th
"	CRP P	1 72		.15	Th
"	NLD P	1 72		.15	
"	LAX P	1 99		.15	Sa
Cannes, France	LGA AO*	1 27	99	.15	Dly
"	BOS AO*	3 23	2 40	.15	T,Sa
"	IDL AF	1 23	89	.20	Dly
"	BOS AF	1 20	87	.20	Dly
Canton Island	LAX P	1 36	1 02	.15	Sa,W,F
"	SFO P	1 36	1 02	.15	Su,W,F
"	PDX P	1 36	1 02	.15	
"	SEC P	1 36	1 02	.15	
"	CHI NW*	2 66	2 00	.15	Four Wkly
"	CLE NW*	2 69	2 02	.15	Four Wkly
"	YIP NW*	2 68	2 01	.15	Four Wkly
Canton Island (cont'd)	LAX NW*	2 50	1 88	.15	Four Wkly
"	MKE NW*	2 66	2 00	.15	Four Wkly
"	MPS NW*	2 64	1 98	.15	Four Wkly
"	LGA NW*	2 73	2 05	.15	Four Wkly
"	PDX NW*	2 50	1 88	.15	Four Wkly
"	PIT NW*	2 70	2 03	.15	Four Wkly
"	SFO NW*	2 50	1 88	.15	Four Wkly
"	SEC NW*	2 50	1 88	.15	Four Wkly
"	DCA NW*	2 71	2 03	.15	Four Wkly
"	VR BC	1 47	1 10		Su,AltF,AltSa
Capetown, U. of S. Af.	LGA AO*	3 24	2 42	.15	T,F,Sa
"	BOS AO*	1 24	97	.15	F
"	IDL S*	3 05	2 30		Th
Caracas, Venezuela (See La Guaira)					
Caravellas, Brazil	LGA P	1 64		.15	Su,T,W,F,Sa
"	MIA P	1 36		.15	Su,T,W,F,Sa
"	MSY P	1 59		.15	Su,M,W,Th,F
"	HOU P	1 81		.15	Su,T,Th
"	BRO P	1 73		.15	Su,M,W,Th,F
"	CRP P	1 76		.15	Su,T,Th
"	NLD P	1 76		.15	
"	LAX P	203		.15	Su,T,W,Th,Sa
Cartagena, Colombia	MIA P	.47	.32	.15	Dly
"	LGA P	.58	.43	.15	Dly
"	MSY P	.95		.15	Dly
"	HOU P	1 13		.15	Dly
"	BRO P	1 05		.15	Dly
"	CRP P	1 08		.15	Dly
"	NLD P	1 07		.15	
"	LAX P	1 32		.15	Dly
"	LGA C*	.55	.40	.30	
"	DCA C*	.55	.40	.30	
Cartago, Colombia	MIA P	.64	.43	.15	Dly
"	MSY P	1.03		.15	Dly
"	HOU P	1.14		.15	Dly
"	BRO P	1 06		.15	Dly
"	CRP P	1 09		.15	Dly
"	NLD P	1 07		.15	
"	LAXP	1 33		.15	Dly
Casablanca, Fr. Morocco	BOS AF	1 52	1 14	.20	
"	LGA AO*	1 59	1 30	.15	Dly
"	BOS AO*	1 56	1 28	.15	T,Sa
"	IDL AF	1.55	1 16	.20	Dly
"	IDL S*	1.55	1 16		Th
Castel Benito, Libya	LGA AO*	1.52	1 14	.15	Dly
"	BOS AO*	1 49	1 12	.15	T,Sa
Catacamas, Honduras					
Catania, Italy	LGA AO*	1.55	1 21	.15	T,F,Sa
"	BOS AO*	1.54	1 19	.15	F
Cayenne, Fr. Guiana	LGA P	.83	.62	.15	Dly
"	MIA P	.78	.55	.15	Dly
"	MSY P	1 18	.76	.15	Dly
"	HOU P	1 28	.81	.15	Dly
"	BRO P	1 20	.77	.15	Dly
"	CRP P	1 23	.79	.15	Dly
"	NLD P	1 26		.15	
"	LAX P	1 51		.15	Dly
Cayo Mambi, Cuba	MIA P	.22	.16	.15	Dly
Chetumal, Mexico	MIA P	.45		.15	M,W,F
"	MSY P	.43		.15	M,W,F
"	HOU P	.63		.15	Su,T,Th
"	BRO P	.55		.15	Su,T,Th
"	CRP P	.58		.15	Su,T,Th
"	LAX P	.93		.15	M,W,Sa
Chiclayo, Peru	MIA P	.90	.67	.15	Dly
"	MSY P	.98	.75	.15	Dly
"	HOU P	1.01	.77	.15	Dly
"	BRO P	1 01	.77	.15	Dly
"	CRP P	1 01	.77	.15	Dly
"	NLD P	1 19		.15	
"	LAX P	1 34	1 01	.15	Dly
Christiansand, Norway	LGA AO*	1 32	1 00	.15	T,F,Sa
"	BOS AO*	1 31	.98	.15	F
"	IDL K	1 19	.83	.15	Dly ex. Sa,Su
Chungking, China	CHI NW*	2 91	2 25	.15	Four Wkly
"	CLE NW*	2 94	2 27	.15	Four Wkly
"	YIP NW*	2 93	2 26	.15	Four Wkly
"	LAX NW*	2 75	2 13	.15	Four Wkly
"	MKE NW*	2 91	2 25	.15	Four Wkly
"	MPS NW*	2 89	2 23	.15	Four Wkly
"	LGA NW*	2 98	2 30	.15	Four Wkly
"	SFO NW*	2 75	2 13	.15	Four Wkly
"	PIT NW*	2 95	2 28	.15	Four Wkly
"	PDX NW*	2 75	2 13	.15	Four Wkly
"	SEC NW*	2 75	2 13	.15	Four Wkly
"	DCA NW*	2 96	2 28	.15	Four Wkly
Cienfuega, Colombia	MIA P	.47	.32	.15	Dly
"	MSY P	.95		.15	Dly
"	HOU P	1.13		.15	Dly
"	BRO P	1.05		.15	Dly
"	CRP P	1 08		.15	Dly
"	NLD P	1.07		.15	
"	LAX P	1.32		.15	Dly
Cienfugos Cuba	MIA P	.13	.10	.15	Dly
C. del Carmen, Mexico	MIA P	.43		.15	Dly
"	MSY P	.41		.15	Dly
"	HOU P	.52		.15	Dly
"	BRO P	.44		.15	Dly
"	CRP P	.47		.15	Dly
"	LAX P	.85		.15	Dly
Ciudad Trujillo, D. R.	LGA P	44	39	.15	Dly
"	MIA P	17	15	.15	Dly
"	MIA K	31	23	.15	Th
"	EWR TC	45	35	.	Frequently
Ciudad Victoria, Mexico	HOU P	.28		.10	Dly
"	BRO P	.20		.10	Dly
"	CRP P	.23		.10	Dly
"	DAL B	.30		.10	Dly
"	FTW B	.30		.10	Dly
"	SAT B	.23		.10	Dly
"	LRD B	.16		.10	Dly
Cochabamba, Bolivia	MIA P	1 19	.89	.15	M,W,Sa
"	MSY P	1 35	1 01	.15	Su,T,F
"	HOU P	1 41	1 05	.15	Su,T,F
"	BRO P	1 36	1 02	.15	Su,T,F
"	CRP P	1 38	1 04	.15	Su,T,F
"	NLD P	1 36		.15	
"	LAX P	1 51	1 13	.15	M,Th,Sa
Colombia, Any Destination other than those named herein	MIA P	72	.49	.15	Dly
"	MSY P	1 18		.15	Dly
"	HOU P	1 28		.15	Dly
"	BRO P	1 20		.15	Dly
"	CRP P	1 23		.15	Dly
"	NLD P	1 22		.15	
"	LAX P	1 49		.15	Dly
Colombo, Ceylon	LGA AO*	2 51	1 88	.15	Dly
"	BOS AO*	2 48	1 86	.15	T,Sa
"	LGA BO	2 39	1 79	.20	Su,T,Th
Concepcion, Bolivia	MIA P	1 27	.95	.15	Sa
"	MSY P	1 41	1 06	.15	F
"	HOU P	1 45	1 09	.15	F
"	BRO P	1 41	1 06	.15	F
"	CRP P	1 43	1 07	.15	F
"	NLD P	1 48		.15	
"	LAX P	1 55	1 16	.15	F
Copenhagen, Denmark	IDL SS	1 23	.86	.20	W,F
"	LGA AO	1 23	.86	.15	Su,T
"	LGA SI	1 40	.90	.25	Frequently
"	IDL S	1 23	.86		Th
"	LGA TR	1 00	.75	.12½	
"	HFD TR	1 00	.75	.12½	
"	LGA C*	1 20	.86	.30	
"	DCA C*	1 20	.86	.30	
"	IGA BO	1 23	.86	.20	Su,T,Th
"	IDL AF	1 23	.86	.20	Dly
"	BOS AF	1 20	.83	.20	Dly
"	IDI K	1 23	.86	.15	Dly except Su
"	EWR TC	.90	.75	.25	
Cordoba, Argentina	MIA P	1 37	.89	.15	Dly
"	MSY P	1 48	1 11	.15	Dly
"	HOU P	1 52	1 14	.15	Dly
"	BRO P	1 49	1 12	.15	Dly
"	CRP P	1 50	1 13	.15	Dly
"	NLD P	1 58		.15	
"	LAX P	1 65	1 24	.15	Dly
Cordova, Alaska	SEC P	.60	.22	.15	Dly
Coro, Venezuela	LGA C*	.68	.50	.30	
"	DCA C*	.68	.50	.30	
"	LGA P	.70	.57	.15	Dly
"	MIA P	.48	.35	.15	Dly
"	MSY P	.84	.58	.15	Dly
"	HOU P	.93	.63	.15	Dly
"	BRO P	.85	.59	.15	Dly
"	CRP P	.88	.60	.15	Dly
"	NLD P	1.06		.15	
"	LAX P	1.30		.15	Dly
Corumba, Brazil	MIA P	1.36		.15	Su,W
"	MSY P	1.48		.15	M,F
"	HOU P	1.58		.15	M,F
"	BRO P	1.50		.15	M,F
"	CRP P	1.53		.15	M,F
"	NLD P	1.71		.15	
"	LAX P	1.69		.15	Su,Th
Costermansville, Belgian Congo	IDL S	2 55	1 88		Th
Cristobal, Canal Zone	MIA P	.41	.31	.15	Dly
"	MSY P	.49	.39	.15	Dly
"	HOU P	.52	.41	.15	Dly
"	BRO P	.52	.41	.15	Dly
"	CRP P	.52	.41	.15	Dly
"	NLD P	.68	.49	.15	
"	LAX P	.85	.65	.15	Dly
Cucuta, Colombia	MIA P	.60	.41	.15	Dly
"	LGA P	.71	.52	.15	Dly
"	MSY P	1.12		.15	Dly
"	HOU P	1.28		.15	Dly
"	BRO P	1.20		.15	Dly
"	CRP P	1.23		.15	Dly
"	NLD P	1.24		.15	
"	LAX P	1 49		.15	Dly
Cuenca, Ecuador	MIA P	.78	.58	.15	Su,M,W,F
"	MSY P	.86	.66	.15	Su,T,Th,Sa
"	HOU P	.89	.68	.15	Su,T,Th,Sa
"	BRO P	.89	.68	.15	Su,T,Th,Sa
"	CRP P	.89	.68	.15	Su,T,Th,Sa
"	NLD P	1.12		.15	
"	LAX P	1.22	.92	.15	M,W,F,Sa
Curacao, N.W.I.	LGA P	.59	.50	.15	Dly
"	MIA P	.42	.31	.15	Dly
"	MSY P	.93		.15	Dly
"	HOU P	1.02	.68	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb (Under 100 Lbs.)	Per Lb (Over 100 Lbs.)	Per $100 Value	Depart
Curacao, N.W.I.	BRO P	.94	.64	.15	Dly
(cont'd)	CRP P	.97	.65	.15	Dly
"	NLD P	1.10	.....	.70	.....
"	LAX P	1.33	.....	.15	Dly
"	MIA K	.42	.31	.15	Dly
"	EWR TC	.63	.50	...	Frequently
Curityba, Brazil	LGA P	1.88	.....	.15	Su,T,W
"	MIA P	1.46	.....	.15	Su,T,W
"	MSY P	1.60	.....	.15	Dly except T
"	HOU P	1.83	.....	.15	Dly except T
"	BRO P	1.75	.....	.15	Dly
"	CRP P	1.78	.....	.15	Dly
"	NLD P	1.79	.....	.15	.....
"	LAX P	2.06	.....	.15	Dly except T
Dakar, Senegal, F. W. Africa	LGA P	1.68	1.21	.15	M,Th
"	BOS P	1.65	1.19	.15	M,Th
"	LGA AO*	2.18	1.63	.15	Dly
"	BOS AO*	2.13	1.61	.15	T,Sa
"	IDL AF	1.68	1.21	.20	Thrice Weekly
"	BOS AF	1.65	1.19	.20	.....
Damascus, Syria	LGA P	1.62	1.12	.15	T,Sa
"	BOS P	1.59	1.10	.15	T,Sa
"	LGA AO*	1.73	1.30	30	Dly
"	BOS AO*	1.70	1.28	.15	T,Sa
"	IDL SW	1.43	1.10	.20	.....
"	IDL AF	1.62	1.12	.20	.....
"	BOS AF	1.59	1.10	.20	.....
"	LGA BO	1.62	1.12	.20	.....
"	EWR TC	1.50	1.10	...	Frequently
Dar-es-Salaam, Tanganyika	LGA AO*	2.39	1.79	.15	Dly
"	BOS AO*	2.36	1.77	.15	T,Sa
"	LGA BO	2.37	1.77	.20	Su,T,Th
"	IDL AF	2.37	1.77	.20	Su,T,F
"	BOS AF	2.34	1.75	.20	.....
Darwin, Australia	LGA BO	3.03	2.38	.20	M,Th,F,Sa
David, Panama	MIA P	.45	.33	.15	Dly
"	MSY P	.47	.37	.15	Dly
"	HOU P	.50	.39	.15	Dly
"	BRO P	.50	.39	.15	Dly
"	CRP P	.50	.39	.15	Dly
"	NLD P	.61	.44	.15	.....
"	LAX P	.77	.59	.15	Dly
Deauville, France	IDL S	1.22	.88	...	Th
Delhi, India	LGA AO*	2.39	1.79	.15	Dly
"	BOS AO*	2.36	1.77	.15	T,Sa
"	LGA C*	2.18	1.81	.30	.....
"	DCA C*	2.18	1.81	.30	.....
"	LGA BO	2.20	1.79	.20	Su,T,Th
"	LGA P	2.20	1.79	.15	.....
"	BOS P	2.17	1.76	.15	.....
"	LAX P	3.45	2.59	.15	.....
"	SFO P	3.45	2.59	.15	.....
"	PDX P	3.45	2.59	.15	.....
"	SEC P	3.45	2.59	.15	.....
"	IDL K	2.20	1.83	.15	Th
Dhahran, Saudi Arabia	LGA SI	2.40	1.65	.23	Frequently
"	LGA TR	2.22	1.42	.18	.....
"	HFD TR	2.22	1.42	.15	.....
"	LGA C*	1.89	1.41	.30	.....
"	DCA C*	1.89	1.41	.30	.....
"	LGA AO*	2.09	1.55	.35	Dly
"	DCA AO*	2.11	1.58	.35	F
"	BOS AO*	2.06	1.53	.35	M,T,Sa
"	LGA TW	1.91	1.43	.30	Su,T,F
"	LAX W*	3.80	2.78	...	.....
"	PDX W*	3.80	2.78	...	.....
"	SEC W*	3.80	2.78	...	.....
"	IDL S*	1.91	1.43	...	Th
Douala, Fr. W. Africa	IDL AF	2.21	1.66	.20	Weekly
"	BOS AF	2.18	1.64	.20	.....
Dublin, Eire	LGA AO*	.98	.72	.15	Dly
"	BOS AO*	.93	.70	.15	M,T,Sa
"	LGA TR	.73	.63	.10	.....
"	HFD TR	.73	.63	.10	.....
"	IDL AF	1.28	.96	.20	.....
"	BOS AF	1.25	.93	.20	.....
"	IDL K	1.34	1.00	.15	Th,Sa
East London, U. of So. Africa	.....	.....	.....	.....	.....
Edmonton, Alberta, Canada	LGA T*	8.50	.31	.10	Dly
Eindhoven, Netherlands	LGA AO*	1.17	.86	.15	T,F,Sa
"	BOS AO*	1.16	.86	.15	F
Elizabethville, Belgian Congo	LGA AO*	2.48	1.86	.15	Dly
"	BOS AO*	2.45	1.84	.15	T,Sa
"	IDL S	2.44	1.82	...	Th
Enschede, Netherlands	LGA AO*	1.17	.86	.15	T,F,Sa
"	BOS AO	1.16	.86	.15	F
Esmeraldas, Ecuador	MIA P	.78	.58	.10	Sa,Th
"	MSY P	.86	.66	.15	W,Sa
"	HOU P	.89	.68	.15	W,Sa
"	BRO P	.89	.68	.15	W,Sa
"	CRP P	.89	.68	.15	W,Sa
"	NLD P	1.12	.....	.15	.....
"	LAX P	1.23	.93	.15	T,F
Fairbanks, Alaska	SEC P	.40	.15	.15	Dly
"	OAK TR	.58	.35½	.15	.....

Destination	Airport and Airline	RATES (See Note) Per Lb (Under 100 Lbs.)	Per Lb (Over 100 Lbs.)	Per $100 Value	Depart
Florianopolis, Brazil	LGA P	1.70	.....	.5	Su,W
"	MIA P	1.48	.....	.5	W,F
"	MSY P	1.64	.....	.15	M,W
"	HOU P	1.87	.....	.15	M,W
"	BRO P	1.70	.....	.15	M,W
"	CRP P	1.82	.....	.15	M,W
"	NLD P	1.81	.....	.15	.....
"	LAX P	2.08	.....	.15	Su,Th
Fort Archambault, F. E. I.	IDL AF	2.57	1.93	...	.....
"	BOS AF	2.54	1.91	...	.....
Fort de France, Martinique	IDL AF	3.05	.29	.20	.....
Fort Trinquiet, Fr. W. Africa	BOS AF	3.02	2.27	.20	.....
Fort William, Ontario, Can.	LGA T*	4.30	14.20	.10	Dly
Fortaleza (Ceara), Brazil	LGA P	1.39	.....	.15	Dly
"	MIA P	1.23	.....	.15	Dly
"	MSY P	1.44	.....	.15	Dly
"	HOU P	1.59	.....	.15	Dly
"	BRO P	1.51	.....	.15	Dly
"	CRP P	1.54	.....	.15	Dly
"	NLD P	1.53	.....	.15	.....
"	LAX P	1.72	.....	.15	Dly
Frankfort-on-Main, Germany	LGA P	1.20	.87	.15	Dly
"	BOS P	1.17	.85	.15	Dly
"	LGA AO	1.20	.87	.15	Dly
"	BOS AO	1.17	.85	.15	M,F
"	LGA SI	1.35	.80	.25	Frequently
"	LGA TR	.92	.77	.12½	.....
"	HFD TR	.92	.77	.12½	.....
"	IDL SW	.97	.78	.20	.....
"	LGA BO	1.20	.87	.20	Su,T,Th
"	IDL SS	1.20	.87	.20	M,T,W,F,Sa
Freetown, Sierre Leone	IDL AF	1.94	1.46	...	.....
"	BOS AF	1.92	1.44	...	.....
Galena, Alaska	SEC P	.57	.32	.15	Dly
Gander, N. F.	LGA P	.38	.29	.15	Dly
"	BOS P	.35	.26	.15	Dly
"	LGA AO	.38	.28	.15	Dly
"	BOS AO	.35	.26	.15	M,Th,F
"	LGA SI	.35	.25	.25	Frequently
"	IDL SS	.38	.29	.15	M,T,W,F,Sa
"	IDL AF	.38	.28	.20	Six Weekly
"	BOS AF	.35	.26	.20	.....
"	IDL K	.38	.29	.15	Dly except Su
"	LGA TW	.38	.29	.10	Dly
"	DCA TW	.40	.31	.10	M,Sa
"	PHL TW	.39	.30	.10	M,Sa
"	BOS TW	.35	.26	.10	M,W,F
"	YIP TW	.42	.33	.10	Sa
"	CHI TW	.44	.35	.10	Sa
"	BOS T*	4.41	.1465	.10	Dly
"	LGA BO	.38	.28	.20	Su,T,Th
Gao, Fr. W. Africa	IDL AF	2.18	1.64	.20	Th
"	BOS AF	2.15	1.62	.20	.....
Geneva, Switzerland	LGA AO*	1.33	1.01	.15	T,F,Sa
"	BOS AO*	1.32	.99	.15	F
"	LGA SI	1.35	.80	.25	Frequently
"	IDL S	1.19	.88	...	Th
"	LGA TR	.92	.77	.12½	.....
"	HFD TR	.92	.77	.12½	.....
"	IDL SW	.99	.79	.20	.....
"	LGA BO	1.19	.88	.20	Su,T,Th
"	LGA C*	1.17	.88	.30	.....
"	DCA C*	1.17	.88	.30	.....
"	IDL SS	1.20	.88	.20	M,T,W,F,Sa
"	IDL AF	1.19	.88	.20	Dly
"	BOS AF	1.16	.86	.20	Dly
"	IDL K	1.19	.88	.15	M,W,Th,Sa
"	LGA TW	1.19	.88	.20	Su,T,W,F,Sa
"	DCA TW	1.21	.91	.20	M,Sa
"	BOS TW	1.16	.86	.20	W
"	PHL TW	1.20	.90	.20	M,Sa
"	YIP TW	1.23	.93	.20	Sa
"	CHI TW	1.25	.95	.20	Sa
"	EWR TC	.90	.70	.25	.....
Georgetown, British Guiana	LGA P	.69	.55	.15	Dly
"	MIA P	.66	.47	.15	Dly
"	MSY P	1.08	.71	.15	Dly
"	HOU P	1.17	.76	.15	Dly
"	BRO P	1.09	.72	.15	Dly
"	NLD P	1.24	.....	.15	.....
"	CRP P	1.13	.74	.15	Dly
"	LAX P	1.46	.....	.15	Dly
"	MIA SI	.83	.46	.10	Frequently
"	LGA SI	.74	.55	.10	Frequently
Gibraltar, Gibraltar	LGA AO*	1.46	1.15	.15	Dly
"	BOS AO*	1.43	1.13	.15	T,Sa
"	LGA BO	1.46	1.20	.20	.....
Glasgow, Scotland	LGA AO	.93	.70	.15	F
"	LGA SI	1.10	.70	.25	Frequently
"	LGA TR	.78	.68	...	.....
"	HFD TR	.78	.68	.10	.....
"	LGA C*	.96	.96	.30	.....
"	DCA C*	.96	.72	.30	.....
"	LGA BO	.96	.72	.20	Wu,T,Th
"	IDL SS	.96	.72	.20	M,T,W,F,Sa
"	IDL AF	1.21	.91	.20	.....
"	BOS AF	1.18	.89	.20	.....
"	IDL K	.96	.72	.15	Dly except Su
"	EWR TC	.90	.70	...	Frequently

Destination	Airport and Airline	RATES (See Note) Per Lb (Under 100 Lbs.)	Per Lb (Over 100 Lbs.)	Per $100 Value	Depart
Gothenburg, Sweden	LGA AO*	1.28	.91	.15	Sa,T
"	IDL SS	1.28	.89	.20	M,W,F
"	IDL K	1.23	.86	.15	M,W,F
Groningen, Netherlands	LGA AO*	1.17	.86	.15	T,F,Sa
"	BOS AO*	1.16	.86	.15	F
Guadalajara, Mex.	HOU P	.45	.....	.15	Dly
"	BRO P	.37	.....	.15	Dly
"	CRP P	.40	.....	.15	Dly
"	LAX P	.....	.30	.15	Dly
Guam	LAX P	2.00	1.50	.15	Dly
"	SFO P	2.00	1.50	.15	Dly
"	PDX P	3.00	1.50	.15	.....
"	SEC P	2.00	1.50	.15	.....
"	OAK TR	1.60	1.17	.07½	.....
Guantanamo, Cuba	MIA P	.20	.15	.15	Twice Dly
Guatemala City, Guatemala	MIA P	.39	.29	.15	Dly
"	MSY P	.36	.26	.15	Twice Dly
"	HOU P	.45	.33	.15	Dly
"	BRO P	.37	.26	.15	Twice Dly
"	CRP P	.41	.30	.15	Twice Dly
"	NLD P	.41	.30	.15	.....
"	LAX P	.53	.42	.15	Dly
"	MSY TA	.39	.29	...	M,W,F
"	MEX TA	.17	.12	...	T,Th,Sa
Guayaquil, Ecuador	MIA P	.76	.57	.15	Dly
"	LGA P	.87	.68	.15	Dly
"	MSY P	.84	.65	.15	Dly
"	HOU P	.87	.67	.15	Dly
"	BRO P	.87	.67	.15	Dly
"	CRP P	.87	.67	.15	Dly
"	NLD P	1.10	.....	.15	.....
"	LAX P	1.30	.91	.15	Dly
"	BRO B	.88	.68	.20	Su,T,Th
"	CHI B	.90	.70	.20	Su,T,Th
"	CRP B	.87	.67	.20	Su,T,Th
"	DAL B	.88	.68	.20	Su,T,Th
"	YIP B	.88	.69	.20	Su,T,Th
"	FTW B	.88	.68	.20	Su,T,Th
"	HOU B	.87	.67	.20	Su,T,Th
"	IND B	.87	.68	.20	Su,T,Th
"	LRD B	.88	.68	.20	Su,T,Th
"	MSY B	.84	.65	.15	Su,T,Th
"	SAT B	.87	.67	.20	Su,T,Th
"	HAV B	.71	.53	.10	Su,T,Th
"	MIA SI	.75	.55	.10	Frequently
"	LGA SI	.84	.64	.10	Frequently
Haifa, Israel	IDL AF	1.62	1.12	.20	Twice Wkly
"	BOS AF	1.59	1.10	.20	Twice Wkly
"	EWR TC	1.75	1.25	...	Frequently
"	IDL S*	1.62	1.13	...	Th
Halifax, N. S.	BOS T*	2.64	.0755	.10	Dly
Hamburg, Germany	LGA AO*	1.24	.92	.15	F
"	LGA SI	1.35	.95	.25	Frequently
"	IDL S	1.23	.89	...	Th
"	LGA TR	.94	.84	.12½	.....
"	HFD TR	.94	.84	.12½	.....
"	LGA C*	1.31	.89	.30	.....
"	DCA C*	1.31	.89	.30	.....
"	LGA BO	1.23	.89	.20	Su,T,Th,F,Sa
"	IDL SS	1.23	.89	.20	M,T,W,F,Sa
"	IDL K	1.23	.89	.15	M,W,F
Hamilton, Bermuda	LGA P	.25	.19	.15	Dly
Hankow, China	CHI NW*	2.80	2.14	.15	Four Wkly
"	CLE NW*	2.83	2.16	.15	Four Wkly
"	YIP NW*	2.82	2.15	.15	Four Wkly
"	LAX NW*	2.64	2.02	.15	Four Wkly
"	MKE NW*	2.80	2.14	.15	Four Wkly
"	MPS NW*	2.78	2.12	.15	Four Wkly
"	LGA NW*	2.87	2.19	.15	Four Wkly
"	SFO NW*	2.64	2.02	.15	Four Wkly
"	PIT NW*	2.84	2.17	.15	Four Wkly
"	PDX NW*	2.64	2.02	.15	Four Wkly
"	SEC NW*	2.64	2.02	.15	Four Wkly
"	DCA NW*	2.85	2.17	.15	Four Wkly
Hargeisa, Br. Somaliland	LGA AO*	2.23	1.67	.15	Dly
"	BOS AO*	2.20	1.65	.15	T,Sa
"	LGA BO	2.17	1.63	.20	.....
Haguesund, Norway	IDL SS	1.30	.89	.20	T,Sa
Havana, Cuba	MIA P	.08	.06	.15	Several Dly
"	IDL PI	.19	.17	.10	T,W,F,Sa
"	DCA PI	.18	.15	.10	T,W,F,Sa
"	MIA SI—Min. 6000 lb. @ .05 per lb.				
"	CHI CS	.20	.18	.15	Dly
"	YIP CS	.20	.18	.15	Dly
"	HOU CS	.18	.16	.15	Dly
"	MSY CS	.15	.13	.15	Dly
"	STL CS	.19	.17	.15	Dly
"	IND CS	.19	.17	.15	Dly
"	BUJ CS	.18	.16	.15	Dly
"	ELD CS	.19	.17	.15	Dly
"	EVV CS	.18	.16	.15	Dly
"	FWA CS	.20	.18	.15	Dly
"	GRW CS	.17	.15	.15	Dly
"	HOT CS	.22	.20	.15	Dly
"	JAN CS	.17	.15	.15	Dly
"	LIT CS	.20	.18	.15	Dly
"	MEM CS	.17	.15	.15	Dly
"	PUK CS	.18	.16	.15	Dly
"	PIA CS	.20	.18	.15	Dly
"	SHV CS	.19	.17	.15	Dly
"	HUF CS	.20	.18	.15	Dly
"	TOL CS	.20	.18	.15	Dly
"	MKC CS	.21	.19	.15	Dly
"	SGF CS	.20	.18	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Havana, Cuba (cont'd)	MIA K	.08	.06	.15	T,Su,Th,Sa
"	MIA EA	.08	.06	.15	Dly
"	LGA EA	.14½	.14½	.15	Dly
"	MSY N	.15	.13	.10	Dly
"	MIA N	.08	.06	.10	Dly
"	TPA N	.09	.07½	.10	Dly
"	DCA N	.18	.16	.10	Dly
"	IDL N	.19	.17	.10	Dly
"	BRO B	.21	.19	.10	Su,T,Th
"	CHI B	.26	.24	.10	Su,T,Th
"	CRP B	.20	.18	.10	Su,T,Th
"	DAL B	.20	.18	.10	Su,T,Th
"	FTW B	.21	.19	.10	Su,T,Th
"	HOU B	.18	.16	.10	Su,T,Th
"	LRD B	.22	.20	.10	Su,T,Th
"	SAT B	.20	.18	.10	Su,T,Th
Helsinki, Finland	LGA AO	1.42	97	.15	Su,T,Th
"	BOS AO	1.39	.94	.15	T
"	IDL SS	1.41	.97	.20	M,T,W,F,Sa
Hermosillo, Mexico	LAX P	.24	....	.15	Dly
Holguin, Cuba	MIA P	.15	.11	.15	Dly
Homer, Alaska	SEC P	.60	.23	.15	.....
Honda, Colombia	MIA P	.64	43	15	Dly
"	LGA P	.75	54	15	Dly
"	MSY P	1.13	....	.15	Dly
"	HOU P	1.25	....	.15	Dly
"	BRO P	1.17	....	.15	Dly
"	CRP P	1.20	....	.15	Dly
"	NLD P	1.20	....	.15	.....
"	LAX P	1.43	....	.15	Dly
Hong Kong, Br Crn. Col.	LGA P	2 59	2 13	.15	.....
"	BOS P	2 56	2 10	.15	.....
"	PDX P	2 50	1 88	.15	T,F
"	SEC P	2 50	1 88	.15	.....
"	LAX P	2 50	1 88	.15	Su,M,W,Sa
"	SFO P	2 50	1 88	.15	Su,M,W,Sa
"	LGA SI	2 72	2 32	.25	Frequently
"	SFO PH	2 50	1 88	.15	W,Sa
"	HJR PH	2 00	1 50	.15	W,Sa
"	LGA PH	2 73	2 05	.15	T,F
"	CHI PH*	2 66	2 00	.15	T,F
"	CLE PH*	2 69	2 09	.15	T,F
"	YIP PH*	2 68	2 02	.15	T,F
"	PIT PH*	2 70	2 03	.15	T,F
"	LAX PH*	2 50	1 88	.15	T,F
"	PDX PH*	2 50	1 88	.15	T,F
"	SEC PH*	2 50	1 88	.15	T,F
"	LGA BO	2 59	2 13	.20	.....
"	IDL AF	2 59	2 13	.20	.....
"	BOS AF	2 56	2 11	.20	.....
"	CHI NW*	2 66	2 00	.15	Four Wkly
"	CLE NW*	2 69	2 02	.15	Four Wkly
"	YIP NW*	2 68	2 01	.15	Four Wkly
"	LAX NW*	2 50	1 88	.15	Four Wkly
"	MKE NW*	2 68	2 00	.15	Four Wkly
"	MPS NW*	2 64	1 98	.15	Four Wkly
"	LGA NW*	2 73	2 05	.15	Four Wkly
"	PIT NW*	2 70	2 03	.15	Four Wkly
"	PDX NW*	2 50	1 88	.15	Four Wkly
"	SFO NW*	2 50	1 88	.15	Four Wkly
"	SEC NW*	2 50	1 88	.15	Four Wkly
"	DCA NW*	2 71	2 03	.15	Four Wkly
"	LAX W*	2 50	1 80	.20	.....
"	PDX W*	2 50	1 80	.20	.....
"	SEC W*	2 50	1 80	.20	.....
"	EWR TC	2 60	2 30	....	Frequently
"	OAK TR	1 89	1 51	.20	.....
Honolulu, T. H.	LAX P	.71	.57	.15	Dly
"	SFO P	.71	.57	.15	Dly
"	PDX P	.71	.57	.15	.....
"	SEC P	.71	.57	.15	.....
"	LAX U	.71	.57	.10	Dly
"	SFO U	.71	.57	.10	Dly
"	CHI NW	.88	.711	.15	Thrice Wkly
"	CLE NW	.90	.735	.15	Thrice Wkly
"	YIP NW	.89	.729	.15	Thrice Wkly
"	MKE NW	.88	.711	.15	Thrice Wkly
"	MPS NW	.84	.684	.15	Thrice Wkly
"	LGA NW	.94	.763	.15	Thrice Wkly
"	PIT NW	.91	.742	.15	Thrice Wkly
"	PDX NW	.71	.57	.15	Thrice Wkly
"	SEC NW	.71	.57	.15	Thrice Wkly
"	GEG NW	.74	.60	.15	Thrice Wkly
"	DCA NW	.95	.757	.15	Thrice Wkly
"	VR BC	.82	.61	.15	Su, Alt. Th&F
"	OAK TR	.64	.51	.07½	.....
Iguassu Falls, Brazil	LGA P	1.75	....	.15	Su,T
"	MIA P	1.51	....	.15	Su,T
"	MSY P	1.69	....	.15	Su,F
"	HOU P	1.92	....	.15	Su,F
"	BRO P	1.84	....	.15	Su,F
"	CRP P	1.87	....	.15	Su,F
"	NLD P	.86	....	.15	.....
"	LAX P	2.14	....	.15	Th,Sa
Ipiales, Colombia	MIA P	.72	.49	.15	Dly
"	LGA P	.83	.60	.15	Dly
"	MSY P	1.12	....	.15	Dly
"	HOU P	1.28	....	.15	Dly
"	BRO P	1.15	....	.15	Dly
"	CRP P	1.18	....	.15	Dly
"	NLD P	1.17	....	.15	.....
"	LAX P	1.43	....	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Istanbul, Turkey	IDL K	1.62	1.12	.15	F
"	LGA P	1.62	1.12	.15	W,Sa
"	BOS P	1.59	1.10	.15	W,Sa
"	BOS AF	1.59	1.10	.20	.....
"	IDL AF	1.62	1.12	.20	.....
"	LGA AO*	1.81	1.44	.15	Dly
"	BOS AO*	1.09	.83	.15	F
"	LGA SI	1.80	1.16	.25	Frequently
"	LGA C*	1.60	1.10	.30	.....
"	DCA C*	1.60	1.10	.30	.....
"	LGA BO	1.62	1.12	.20	.....
"	IDL SS	1.62	1.12	.20	M,W,F
"	EWR TC	1.60	1.10	....	Frequently
"	IDL S*	1.62	1.12	....	Th
Iwakuni, Japan	LGA BO	2.99	2.34	.20	Wkly
Ixtepec, Mexico	MIA P	.68	....	.15	Dly except Sa
"	MSY P	.64	....	.15	Dly except F
"	HOU P	.44	....	.10	Dly
"	BRO P	.36	....	.15	Dly except Sa
"	CRP P	.39	....	.15	Dly
"	LAX P	.81	....	.15	Dly except F
Jeddah, Saudi Arabia	LGA BO	1.85	1.39	.20	.....
Jersey, Channel Is., U.K.	LGA AO*	1.12	.85	.15	Dly
"	BOS AO*	1.80	1.42	.15	T,Sa
Jerusalem, Palestine	LGA TW	1.62	1.12	.20	.....
"	LGA TW	1.62	1.12	.20	.....
"	DCA TW	1.64	1.15	.20	.....
"	CHI TW	1.68	1.19	.20	.....
"	YIP TW	1.66	1.17	.20	.....
"	BOS TW	1.59	1.10	.20	.....
"	PHL TW	1.63	1.14	.20	.....
"	IDL SA	1.62	1.12	....	Su
Jibuti, Fr. Somaliland	LGA BO	2.09	1.57	.20	.....
Joao Pessoa (Cabadello)	LGA P	1.47	....	.15	Th
"	MIA P	1.25	....	.15	Sa
"	MSY P	1.49	....	.15	Th
"	HOU P	1.63	....	.15	Th
"	BRO P	1.55	....	.15	Th
"	CRP P	1.58	....	.15	Th
"	NLD P	1.56	....	.15	.....
"	LAX P	1.82	....	.15	W
Johannesburg, U. of So. Africa	IDL K	2.50	1.88	.15	T,F,Sa
"	LGA F	2.50	1.88	.20	M,Th
"	BOS P	2.47	1.86	.20	M,Th
"	LGA BO	2.50	1.88	.20	Su,T,Th
"	LGA AO*	2.72	2.03	.15	T,F,Sa
"	BOS AO*	2.01	1.51	.15	F
"	LGA SI	2.65	2.00	.25	Frequently
"	IDL S	2.50	1.88	....	Th
"	LGA C*	2.48	1.86	.30	.....
"	DCA C*	2.48	1.86	.30	.....
"	IDL AF	2.50	1.88	....	.....
"	BOS AF	2.47	1.86	....	.....
Juneau, Alaska	SEC P	.30	.13	.15	Twice Daily
"	OAK TR	.41	.24½	.15	.....
Kamaran Isl., Eritrea	LGA AO*	2.14	1.60	.15	Dly
"	BOS AO*	2.11	1.58	.15	T,Sa
"	LGA BO	2.10	1.58	.20	.....
Kano, Nigeria, B.W.A.	LGA AO*	1.99	1.49	.15	Dly
"	BOS AO*	1.98	1.47	.15	F
"	LGA BO	1.81	1.36	.20	Su,T,Th
"	IDL AF	1.81	1.36	.20	Thrice Wkly
"	BOS AF	1.78	1.34	.20	Thrice Wkly
"	IDL K	1.81	1.36	.15	T,F,Sa
Karachi, Pakistan	LGA P	2.13	1.60	.15	T
"	BOS P	2.10	1.58	.15	T
"	PDX P	3.57	2.68	.15	.....
"	SEC P	3.57	2.68	.15	.....
"	LAX P	3.57	2.68	.15	.....
"	SFO P	3.57	2.68	.15	.....
"	LGA AO*	2.27	1.70	.15	T,F,Sa
"	BOS AO*	2.24	1.68	.15	T,Sa
"	LGA SI	2.25	1.65	.25	Frequently
"	LGA TR	2.04	1.50	.20	.....
"	HFD TR	2.04	1.50	.20	.....
"	IDL K	2.13	1.60	.15	Dly except Su
"	LGA C*	2.11	1.58	.30	.....
"	DCA C*	2.11	1.58	.30	.....
"	LGA BO	2.13	1.60	.20	Su,T,Th
"	IDL AF	2.13	1.60	.20	.....
"	BOS AF	2.10	1.58	.20	.....
"	LAX W*	3.60	2.63	....	.....
"	PDX W*	3.60	2.63	....	.....
"	SEC W*	3.60	2.63	....	.....
"	EWR TC	2.00	1.50	.25	.....
"	IDL S*	2.13	1.60	....	Th
Karlstad, Sweden	IDL SS	1.25	.86	.20	T,Sa
"	LGA AO*	1.34	.95	.15	Su,T,Th
Ketchikan, Alaska	SEC P	.22	.09	.15	Twice Daily
Khartoum, Anglo-Egypt, Sudan	LGA AO*	2.04	1.53	.15	Dly
"	BOS AO*	2.01	1.51	.15	Sa
"	LGA BO	1.90	1.44	.20	Su,T,Th,F,Sa
"	IDL AF	1.90	1.43	....	Thrice Wkly
"	BOS AF	1.87	1.40	....	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Kindu, Belg. Congo	IDL S	2 40	1.77	....	Th
Kingston, Jamaica	MIA P	.20	.15	.15	Dly
"	MIA SI	.19	.14	.10	Frequently
"	LGA SI	.28	.23	.10	Frequently
"	MIA K	.20	.15	.15	T,Th,Sa
"	BUJ CS	.30	.25	.15	T,Th,Sa
"	CHI CS	.32	.27	.15	T,Th,Sa
"	YIP CS	.32	.27	.15	T,Th,Sa
"	KLD CS	.31	.26	.15	T,Th,Sa
"	EVV CS	.30	.25	.15	T,Th,Sa
"	FWA CS	.32	.27	.15	T,Th,Sa
"	GRW CS	.29	.24	.15	T,Th,Sa
"	HOT CS	.33	.28	.15	T,Th,Sa
"	HOU CS	.30	.25	.15	T,Th,Sa
"	IND CS	.31	.26	.15	T,Th,Sa
"	JAN CS	.29	.24	.15	T,Th,Sa
"	LIT CS	.31	.26	.15	T,Th,Sa
"	MEM CS	.29	.24	.15	T,Th,Sa
"	MSY CS	.28	.23	.15	T,Th,Sa
"	PUK CS	.30	.25	.15	T,Th,Sa
"	PIA CS	.32	.27	.15	T,Th,Sa
"	STL CS	.31	.26	.15	T,Th,Sa
"	SHV CS	.31	.26	.15	T,Th,Sa
"	HUF CS	.32	.27	.15	T,Th,Sa
"	TOL CS	.32	.27	.15	T,Th,Sa
"	MKC CS	.33	.28	.15	T,Th,Sa
"	SGF CS	.32	.27	.15	T,Th,Sa
"	EWR TC	.25	.22	....	Frequently
Kisumu, Kenya, B.E.A.	LGA AO*	2 28	1.71	.15	Dly
"	BOS AO*	2 25	1.69	.15	T,Sa
Kodiak, Alaska	SEC P	.65	.26	.15	.....
Kosice, Czech.	LGA AO*	1 46	1.13	.15	T,F,Sa
"	BOS AO*	1 45	1.11	.15	F
Koweit, Koweit	LGA BO	1 91	1.43	.20	.....
Kristiansand, Norway	IDL SS	1.26	.87	....	T,Sa
"	IDL K	1.19	.83	.15	Dly except Su
"	IDL S	1.15	.84	....	Th
Kunming, China	CHI NW*	3 01	2.35	.15	Four Wkly
"	CLE NW*	3 04	2.37	.15	Four Wkly
"	YIP NW*	3 03	2.36	.15	Four Wkly
"	LAX NW*	2 85	2.23	.15	Four Wkly
"	MKE NW*	3 01	2.35	.15	Four Wkly
"	MPS NW*	2 99	2.33	.15	Four Wkly
"	LGA NW*	3 08	2.40	.15	Four Wkly
"	PIT NW*	3 05	2.38	.15	Four Wkly
"	PDX NW*	2.85	2.23	.15	Four Wkly
"	SFO NW*	2.85	2.23	.15	Four Wkly
"	SEC NW*	2.85	2.23	.15	Four Wkly
"	DCA NW*	3 06	2.38	.15	Four Wkly
La Ceiba, Honduras	MSY TA	46	.35	....	M,W,F
"	MEX TA	26	.20	....	T,Th,Sa
Lagos, Nigeria	BOS AO*	2 01	1 50	.15	T,Sa
"	LGA BO	1 84	1 38	.20	Dly except W
"	IDL AF	1 84	1 38	.20	Twice Wkly
"	BOS AF	1.81	1.36	.20	.....
La Guaira, Venezuela	LGA P	.66	.54	.15	Dly
"	MIA P	.47	.34	.15	Dly
"	MSY P	.89	.61	.15	Dly
"	HOU P	.93	.66	.15	Dly
"	BRO P	.90	.10	.15	Dly
"	NLD P	1.11	....	.15	.....
"	CRP P	.93	.63	.15	Dly
"	LAX P	1.30	....	.15	Dly
"	MIA K	.47	.34	.15	Su,T,Th,Sa
"	LGA SI	.56	.43	.10	Frequently
"	MIA SI	.47	.34	.10	Frequently
"	LGA C*	.64	.52	.30	.....
"	DCA C*	.64	.52	.30	.....
"	BUJ CS	.57	.44	.15	T,Th,Sa
"	CHI CS	.59	.46	.15	T,Th,Sa
"	YIP CS	.59	.46	.15	T,Th,Sa
"	ELD CS	.58	.45	.15	T,Th,Sa
"	EVV CS	.57	.44	.15	T,Th,Sa
"	FWA CS	.59	.46	.15	T,Th,Sa
"	GRW CS	.56	.43	.15	T,Th,Sa
"	HOT CS	.60	.47	.15	T,Th,Sa
"	HOU CS	.57	.44	.15	T,Th,Sa
"	IND CS	.58	.45	.15	T,Th,Sa
"	JAN CS	.56	.43	.15	T,Th,Sa
"	LIT CS	.58	.45	.15	T,Th,Sa
"	MEM CS	.56	.43	.15	T,Th,Sa
"	MSY CS	.55	.42	.15	T,Th,Sa
"	PUK CS	.57	.44	.15	T,Th,Sa
"	PIA CS	.59	.46	.15	T,Th,Sa
"	STL CS	.58	.45	.15	T,Th,Sa
"	SHV CS	.58	.45	.15	T,Th,Sa
"	HUF CS	.59	.46	.15	T,Th,Sa
"	TOL CS	.59	.46	.15	T,Th,Sa
"	MKC CS	.60	.47	.15	T,Th,Sa
"	SGF CS	.59	.46	.15	T,Th,Sa
"	EWR TC	.45	.35	.25	.....
Lanchow, China	CHI NW*	2 96	2 30	.15	Four Wkly
"	CLE NW*	2 99	2 32	.15	Four Wkly
"	YIP NW*	2 98	2 31	.15	Four Wkly
"	LAX NW*	2 80	2.18	.15	Four Wkly
"	MKE NW*	2 96	2.30	.15	Four Wkly
"	MPS NW*	2 94	2 28	.15	Four Wkly
"	LGA NW*	3 03	2.35	.15	Four Wkly
"	PIT NW*	3 00	2.33	.15	Four Wkly
"	PDX NW*	2.80	2.18	.15	Four Wkly
"	SFO NW*	2.80	2.18	.15	Four Wkly
"	SEC NW*	2.80	2.18	.15	Four Wkly
"	DCA NW*	3 01	2.33	.15	Four Wkly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
La Paz, Bolivia	MIA P	1 15	83	.15	M,T,W,F,Sa
"	MSY P	1 31	98	.15	M,T,Th,F,Fa
"	HOU P	1 36	1 02	.15	Dly
"	BRO P	1 32	99	.15	M,T,Th,F,Sa
"	CRP P	1 35	1 01	.15	Dly
"	NLD P	1 30	....	.15	....
"	LAX P	1 49	1 12	.15	Su,M,W,Th
"	LGA SI	1 23	93	.20	Frequently
"	MIA SI	1 14	84	.20	Frequently
"	EWR TC	1 42	1 24	....	Frequently
"	DAL B	1 26	88	.20	Su,Th
"	HOU B	1 25	87	.20	Su,Th
Leopoldville, Belgian Congo	LGA P	2 25	1 69	.15	M,Th
"	BOS P	2 22	1 67	.15	M,Th
"	LGA AO*	2 23	1 75	.15	T,F,Sa
"	BOS AO*	2 35	1 73	.15	F
"	IDL S	2 25	1 69	....	Th
"	IDL AF	2 25	1 69	.20	Thrice Wkly
"	BOS AF	2 22	1 67	.20	Thrice Wkly
Lethbridge, Alb., Can.	LGA T*	8 50	.31	....	Dly
"	CTB W	04	....	.10	Dly
Libreville, Fr. Eq. Af.	IDL AF	2 15	1 61	.20	....
"	BOS AF	2 12	1 59	.20	....
Liege, Belgium	IDL S	1 14	84	....	Th
Lima, Peru	MIA P	99	74	.15	Dly
"	MSY P	1 07	82	.15	Dly
"	HOU P	1 10	84	.15	Dly
"	BRO P	1 10	84	.15	Dly
"	CRP P	1 10	84	.15	Dly
"	NLD P	1 24	....	.15	....
"	LAX P	1 39	1 04	.15	Dly
"	IDL PI	1 13	85	.20	T,W,F,Sa
"	DCA PI	1 09	83	.10	T,W,F,Sa
"	LGA SI	1 06	84	.10	Frequently
"	MIA SI	97	73	.10	Frequently
"	HOU B	1 10	84	.20	Su,T,Th
"	IND B	1 10	85	.20	Su,T,Th
"	LRD B	1 11	85	.20	Su,T,Th
"	MSY B	1 07	82	.20	Su,T,Th
"	SAT B	1 10	84	.20	Su,T,Th
"	BRO B	1 11	85	.20	Su,T,Th
"	CHI B	1 13	87	.20	Su,T,Th
"	CRP B	1 10	84	.20	Su,T,Th
"	DAL B	1 11	85	.20	Su,T,Th
"	FTW B	1 11	85	.20	Su,T,Th
"	HAV B	98	73	.10	Su,T,Th
"	EWR TC	1 20	1 00	....	Frequently
Lisbon, Portugal	LGA P	1 01	78	.15	Dly except S
"	BOS P	98	74	.15	F
"	LGA AO*	1 41	1 11	.15	Dly
"	BOS AO*	1 38	1 09	.15	T,Sa
"	LGA SI	1 20	.78	.25	Frequently
"	IDL S	1 41	1 06	....	Th
"	LGA TR	1 15	.70	.10	....
"	HFD TR	1 15	.70	.10	....
"	LGA C*	99	76	.30	....
"	DCA C*	99	76	.30	....
"	LGA BO	1 05	81	.20	Su,T,Th
"	IDL AF	1 09	82	.20	Twice Wkly
"	BOS AF	1 08	80	.20	....
"	LGA TW	1 01	76	.20	Dly except Sa
"	BOS TW	94	70	.20	F
"	YIP TW	1 05	81	.20	....
"	CHI TW	1 07	83	.20	....
"	IDL K	1 41	1 08	.15	W,Sa
"	EWR TC	1 00	.75	.25	....
Liverpool, England	LGA AO*	1 02	78	.15	Dly
"	BOS AO*	.99	.76	.15	T,Sa
Loja, Ecuador	MIA P	.82	.61	.15	T
"	MSY P	90	69	.15	M
"	HOU P	93	71	.15	M
"	BRO P	93	71	.15	M
"	CRP P	93	71	.15	M
"	NLD P	1 15	....	.15	....
"	LAX P	1 26	.95	.15	Su
Lome, Fr. W. Africa	IDL AF	1 94	1 46	....	....
"	BOS AF	1 91	1 41	....	....
London, England	LGA P	1 03	.77	.15	Dly
"	BOS P	1 00	.75	.15	Dly
"	LGA AO	1 03	.77	.15	Dly
"	BOS AO*	1 00	.75	.15	T,Sa
"	LGA SI	1 10	.75	.25	Frequently
"	IDL S	1 12	.82	....	Th
"	LGA TR	.70	.60	.10	....
"	HFD TR	.70	.60	.10	....
"	IDL SW	.87	.70	.20	....
"	LGA C*	1 03	.77	.30	....
"	DCA C*	1 03	.77	.30	....
"	LGA BO	1 03	.77	.20	Su,T,Th
"	IDL SS	1 03	.77	....	M,T,W,F,Sa
"	IDL AF	1 09	.82	.20	Dly
"	BOS AF	1 06	.80	.20	Dly
"	IDL K	1 15	.83	.15	Dly except Su
"	UL T	.97	.73	....	....
"	QX T	.82	.62	....	....
"	EWR TC	.70	.60	.25	....
London, Ont., Canada	LGA T*	2 14	.0555	.10	Dly
Luxembourg	IDL S	1 16	.86	....	Th
"	LGA C*	1 14	.84	.30	....
"	DCA C*	1 14	.84	.30	....
Luxor, Egypt	LGA AO*	1.90	1.43	.15	Dly
"	BOS AO*	1.87	1.40	.15	T,Sa
"	LGA BO	1 71	1 28	.20	....
Lydda, Israel	LGA TR	1 98	1 27	.15	....
"	HFD TR	1 98	1 27	.15	....
"	EWR TC	1 50	1 10	.25	....
"	IDL K	1 62	1 12	.15	....
Lyon, France	IDL AF	1 16	.87	.20	Dly
"	BOS AF	1 13	.85	.20	....
"	LGA C*	1 20	.93	.30	....
"	DCA C*	1 20	.93	.30	....
"	LGA AO*	1 29	.98	.15	T,F,Sa
"	BOS AO*	1 28	.96	.15	F
Maastricht, Netherlands	LGA AO*	1.17	.86	.15	T,F,Sa
Maceio, Brazil	LGA P	1.52	....	.15	Dly
"	MIA P	1 26	....	.15	Dly
"	MSY P	1 51	....	.15	Dly
"	HOU P	1 64	....	.15	Dly
"	BRO P	1 56	....	.15	Dly
"	CRP P	1 59	....	.15	Dly
"	NLD P	1 59	....	.15	....
"	LAX P	1 86	....	.15	Dly
Madrid, Spain	LGA AO*	1.34	1.05	.15	Dly
"	BOS AO*	1.31	1.03	.15	T,Sa
"	LGA SI	1.32	.99	.25	Frequently
"	LGA TR	1 20	.95	.10	....
"	HFD TR	1 20	.95	.10	....
"	LGA C*	1 11	.81	.30	....
"	DCA C*	1 11	.81	.30	....
"	LGA BO	1 13	.83	.20	Su,T,Th
"	IDL AF	1.13	.83	.20	....
"	BOS AF	1.10	.81	.20	....
"	LGA TW	1.13	.83	.20	Dly except Sa
"	BOS TW	1 10	.81	.20	F
"	CHI TW	1 19	.90	.20	....
"	YIP TW	1 17	.88	.20	....
"	IDL K	1 34	1 01	.15	W,Sa
"	EWR TC	1 05	.75	.25	....
"	IDL S	1 34	1 01	....	Th
Maganque, Colombia	MIA P	.52	.35	.15	Su,T,F
"	LGA P	.63	.46	.15	Dly
"	MSY P	1 02	....	.15	Su,M,F
"	HOU P	1 20	....	.15	Su,M,F
"	BRO P	1 12	....	.15	Su,M,F
"	CRP P	1.15	....	.15	Su,M,F
"	NLD P	1.14	....	.15	....
"	LAX P	1 39	....	.15	Su,Th,Sa
"	IDL AF	1 23	.88	.20	Dly
"	BOS AF	1 23	.86	.20	Dly
"	LGA AO*	1 25	.88	.15	Su,T
"	LGA TR	1 05	.90	12½	....
"	HFD TR	1 05	.90	12½	....
"	IDL SS	1 25	.88	.20	M,W,F
Malmo, Sweden	LGA AO*	1 45	1 15	.15	Dly
"	BOS AO*	1 42	1 13	.15	T,Sa
"	LGA BO	1 37	.97	.20	Su,T,Th
Managua, Nicaragua	MIA P	.51	.37	.15	Dly
"	MSY P	.47	.35	.15	Twice Daily
"	HOU P	.47	.39	.15	Twice Daily
"	BRO P	.47	.39	.15	Twice Daily
"	CRP P	.47	.39	.15	Twice Daily
"	NLD P	.51	.37	.15	....
"	LAX P	.66	.51	.15	Dly
"	LGA EA	.51	.44	.20	....
"	MIA EA	44½	35½	.20	....
"	HAV EA	39½	29½	.15	....
"	MSY TA	.45	.33	....	M,W,F
"	MEX TA	.36	.26	....	T,Th,Sa
Manaos, Brazil	LGA P	1.44	....	.15	Su,W,T
"	MIA P	1 24	....	.15	Su,W,Th
"	MSY P	1 48	....	.15	M,T,F
"	HOU P	1 62	....	.15	W,F,Sa
"	BRO P	1 54	....	.15	M,T,F
"	CRP P	1 57	....	.15	W,F,Sa
"	NLD P	1 55	....	.15	....
"	LAX P	1.79	....	.15	S,M,Th
Manchester, England	LGA AO*	1 03	.79	.15	Dly
"	BOS AO*	1 00	.77	....	M,T,Sa
"	IDL K	1 29	.97	.15	Th,Sa
Manila, Philippines	LAX P	2.50	1.88	.15	M,T,F,Sa
"	SFO P	2 50	1.88	.15	M,T,F,Sa
"	PDX P	2 50	1 88	.15	....
"	SEC P	2 50	1 88	.15	....
"	LGA P	2 89	2 52	.15	M,T,F,Sa
"	BOS P	2 89	2 50	.15	M,T,F,Sa
"	SFO PH	2 50	1 88	.15	W,Sa
"	LAX PH*	2 50	1 88	.15	T,F
"	PDX PH*	2 50	1 88	.15	T,F
"	SEC PH*	2 50	1 88	.15	T,F
"	HJR PH	1 79	1 34	.15	W,Sa
"	LGA PH	2 73	2 05	.15	T,F
"	CLE PH*	2 69	2 02	.15	T,F
"	YIP PH*	2 68	2 01	.15	T,F
"	PIT PH*	2 70	2 03	.15	T,F
"	EDF NW	2 40	1 80	.15	Four Wkly
"	CHI NW	2 66	2 00	.15	Four Wkly
"	CLE NW	2 69	2 02	.15	Four Wkly
"	YIP NW	2 68	2 01	.15	Four Wkly
"	LAX NW*	2 50	1 88	.15	Four Wkly
"	MKE NW	2 66	2 00	.15	Four Wkly
"	MPS NW	2 64	1 98	.15	Four Wkly
"	LGA NW	2.73	2 05	.15	Four Wkly
"	PIT NW	2 70	2 03	.15	Four Wkly
"	PDX NW*	2 50	1 88	.15	Four Wkly
"	SFO NW*	2 50	1 88	.15	Four Wkly
"	SEC NW	2 50	1 88	.15	Four Wkly
"	DCA NW	2 71	2 03	.15	Four Wkly
Manila (cont'd)	LAX W*	2 50	1 80	.20	....
"	PDX W*	2 50	1 80	.20	....
"	SEC W*	2 50	1 80	.20	....
"	SEC K*	2 50	1 80	....	F
Manizales, Colombia	MIA P	.65	.44	.15	Dly
"	LGA P	.75	.55	.15	Dly
"	MSY P	1 04	....	.15	Dly
"	HOU P	1 15	....	.15	Dly
"	BRO P	1 07	....	.15	Dly
"	CRP P	1 10	....	.15	Dly
"	NLD P	1 09	....	.15	....
"	LAX P	1 34	....	.15	Dly
Manta, Ecuador	MIA P	.80	.60	.15	M,Th,Sa
"	MSY P	98	.68	.15	Su,W,F
"	HOU P	91	.70	.15	M,F
"	BRO P	91	.70	.15	Su,W,F
"	CRP P	91	.70	.15	M,F
"	NLD P	1 12	....	.15	....
"	LAX P	1 34	.94	.15	Tu,Th,Sa
Manzanillo, Cuba	MIA P	.15	.11	.15	Dly
Maracaibo, Venezuela	MIA P	.44	.32	.15	Dly
"	LGA P	.75	.62	.15	Dly
"	MSY P	.81	.56	.15	Dly
"	HOU P	90	.62	.15	Dly
"	BRO P	82	.57	.15	Dly
"	CRP P	85	.59	.15	Dly
"	NLD P	1 03	....	.15	....
"	LAX P	1 27	....	.15	Dly
"	MIA K	.44	.32	.15	Su,T,Th,Sa
"	MIA SI	.47	.32	.10	Frequently
"	LGA SI	.56	.43	.10	Frequently
"	LGA C*	.73	.60	.30	....
"	DCA C*	.73	.60	.30	....
Marichamn, Finland	LGA AO*	1 50	1.05	.15	Su,T,Th
"	BOS AO*	1 47	1.02	.15	Th
Marseilles, France	LGA AO*	1.23	.96	.15	Dly
"	BOS AO*	1 20	.94	.15	T,Sa
"	LGA C*	1 21	.87	.30	....
"	DCA C*	1 21	.87	.30	....
"	LGA BO	1 23	.89	.20	Su,T,Th
"	IDL SS	1 65	1 11	.20	M,W,F
"	IDL AF	1 23	.89	.20	Dly
"	BOS AF	1 20	.87	.20	Dly
"	IDL K	1 23	.89	.15	W
"	IDL S*	1 36	.95	....	Th
Maturin, Venezuela	LGA P	.62	.52	.15	Dly
"	MIA P	.56	.40	.15	Dly
"	MSY P	.97	.65	.15	Dly
"	HOU P	1 07	.71	.15	Dly
"	BRO P	93	.68	.15	Dly
"	CRP P	1 02	.68	.15	Dly
"	NLD P	1 17	....	.15	....
"	LAX P	1 38	....	.20	Dly
"	MIA K	.58	.40	.15	....
Mauritius	IDL AF	3 79	2 84	.20	Weekly
	BOS AF	3 76	2 81	.20	....
Mayaguez, Puerto Rico	EWR TC	.35	.20	....	Frequently
Mayajigua, Cuba	MIA P	.17	.13	.15	....
Mazatlan, Mexico	HOU P	.55	....	.15	Dly
"	BRO P	.47	....	.15	Dly
"	CRP P	.50	....	.15	Dly
"	LAX P	.45	.34	.15	Dly
Medellin, Colombia	MIA P	.59	.40	.15	Dly
"	LGA P	.70	.51	.15	Dly
"	MSY P	.67	.52	.15	Dly
"	HOU P	.70	.54	.15	Dly
"	BRO P	.70	.54	.15	Dly
"	CRP P	.70	.54	.15	Dly
"	NLD P	1.09	....	.15	....
"	LAX P	1 03	.78	.15	Dly
"	LGA C*	.67	.48	.30	....
"	DCA C*	.67	.48	.30	....
Merida, Mexico	MIA P	.25	.19	.15	Twice Daily
"	MSY P	.22	.16	.15	Twice Daily
"	HOU P	.61	....	.15	Dly
"	BRO P	.53	....	.15	Dly
"	CRP P	.56	....	.15	Dly
"	LAX P	.92	....	.15	Dly
"	DAL B	.58	....	....	Dly
"	FTW B	.56	....	....	Dly
"	LRD B	.42	....	....	Dly
"	SAT B	.49	....	....	Dly
Mexicali, Mexico	LAX P	.12	....	.15	Dly
Mexico City, Mexico	MIA P	.44	.32	.15	Twice Daily
"	MSY P	.61	....	.15	Dly
"	HOU P	....	.13	.15	Dly
"	BRO P	....	.11	.15	Dly
"	CRP P	....	.12	.15	Dly
"	LAX P	....	.25	.15	Dly
"	MSY TA	.56	.41	....	M,W,F
"	DAL A	.20	....	....	Dly
"	DAL B	.36	....	....	Dly
"	LRD B	.24	....	....	Dly
"	FTW B	.36	....	....	Dly
"	SAT B	.30	....	....	Dly
"	LAX A	.38	....	....	Dly
"	ELP A	.25	....	....	Dly
"	SAT A	.30	....	....	Dly
Midway Island	LAX P	1.18	.89	.15	Four Wkly
"	SFO P	1 18	.89	.15	Four Wkly
"	PDX P	1 18	.89	.15	....
"	SEC P	1 18	.89	.15	....
"	OAK TR	1 06	.77	.07½	....

Destination	Airport and Airline	RATES (See Note) Per Lb (Under 100 Lbs.)	Per Lb (Over 100 Lbs.)	Per $100 Value	Depart
Milan, Italy	IDL AF	1 30	96	20	
"	BOS AF	1 27	94	20	
"	LGA SW	1 06	85	20	
"	BOS AO*	1 38	1 04	15	F
"	LGA AO*	1 39	1 06	15	T,F,Sa
"	IDL S	1 30	96		Th
"	LGA TR	1 00	85	15	
"	HFD TR	1 00	85	15	
Minatitlan, Mexico	MIA P	.81		.15	Dly
"	MSY P	.47		.15	Dly
"	HOU P	.44		.15	Dly
"	BRO P	.36		.15	Dly
"	CRP P	.29		.15	Dly
"	LAX P	.79		.15	Dly
Montego Bay, Jamaica	MIA P	.20	.15	.15	Dly
Monteria, Colombia	MIA P	.53	.36	.15	Dly
"	LCA P	.64	.47	.15	Dly
"	HOU P	1.21		.15	Dly
"	BRO P	1.13		.15	Dly
"	CRP P	1.16		.15	Dly
"	NLD P	1.15		.15	
"	LAX P	1.40		.15	Dly
Monterrey, Mexico	DAL A	.15		.15	Dly
"	ELP A	.18		.15	Dly
"	LAX A	.31		.15	Dly
"	SAT A	.09		.15	Dly
"	FTW B	.27		.17	Dly
"	DAL B	.27		.17	Dly
"	LRD B	.13		.15	Dly
"	SAT B	.20		.15	Dly
Montevideo, Uruguay	LGA P	1.62	.93	15	Dly
"	MIA P	1.51	.89	15	Dly
"	MSY P	1.65		.15	Dly
"	HOU P	1.78		.15	Dly
"	BRO P	1.68		.15	Dly
"	CRP P	1.71		.15	Dly
"	NLD P	1.72		.15	
"	LAX P	1.98		.20	Dly
"	MIA SI	1.41	.88	20	Frequently
"	LGA SI	1.51	.92	20	Frequently
"	EWR TC	1.55	.93		Frequently
Montreal, Que., Canada	LGA C	.12			Dly
"	BTV NE	.04			Dly
Moscow, USSR	LGA AO*	1.72	1.27	.15	Su,T,Th
"	BOS AO*	1.69	1.24	.15	Th
"	IDL SS	.72	1.28	.20	M,T,W,F,Sa
Mossoro, Brazil	LGA P	1.41		15	T
"	MIA P	1.24		15	T
"	MSY P	1.46		15	Su
"	HOU P	1.61		15	Su
"	BRO P	1.53		15	Su
"	CRP P	1.56		15	Su
"	LAX P	1.76		15	Sa
"	NLD P	1.54		15	
Mulhouse, France	LGA AO*	.30	.98	.15	T,F,Sa
"	BOS AO*	1.29	.96	.15	F
"	IDL SS	1.51	1.03	20	M,W,F
"	IDL AF	1.19	.88	20	
"	BOS AF	1.16	.86	20	
"	IDL K	1.19	.88	15	T,F
Munich, Germany	LGA P	1.28	.92	15	Dly
"	BOS P	1.25	.90	15	Dly
"	LGA AO*	1.30	.96	.15	T,F,Sa
"	BOS AO*	1.27	.94	.15	M,F
Nairobi, Kenya	LGA AO*	2.31	1.73	.15	
"	BOS AO*	2.28	1.71	.15	T,Sa
"	LGA BO	2.27	1.70	20	Su,T,Th
"	IDL AF	2.27	1.70	20	
"	BOS AF	2.24	1.68	20	
Naknek, Alaska	SEC P	.65	.25	15	
Nandi, Fiji	SFO BO*	1.75	1.31	15	
"	SFO BC	1.75	1.31	15	Su,Th
"	HJR BC	1.04	.78	.15	Su,Th
"	VR BC	1.86	1.39	15	M,S
Nanking, China	CHI NW*	2.71	2.05	.15	Four Wkly
"	CLE NW*	2.74	2.07	.15	Four Wkly
"	YIP NW*	2.73	2.06	.15	Four Wkly
"	MKE NW*	2.71	2.05	.15	Four Wkly
"	MPS NW*	2.69	2.03	.15	Four Wkly
"	LGA NW*	2.78	2.10	.15	Four Wkly
"	PIT NW*	2.75	2.08	.15	Four Wkly
"	PDX NW*	2.55	1.93	.15	Four Wkly
"	SEC NW	2.55	1.93	.15	Four Wkly
"	DCA NW	2.76	2.08	.15	Four Wkly
"	LAX NW*	2.55	1.93	.15	Four Wkly
"	SFO NW*	2.55	1.93	.15	Four Wkly
Naples, Italy	LGA AO*	1.51	1.17	.15	T,F,Sa
"	BOS AO*	1.50	1.15	.15	F
Nassau, Bahamas	MIA P	.07	.05	15	Twice Dly
"	EWR TC	.14	.12		Frequently
Natal, Brazil	LGA P	1.45		.15	Dly
"	MIA P	1.25		.15	Dly
"	MSY P	1.48		.15	Dly
"	HOU P	1.63		.15	Dly
"	BRO P	1.54		.15	Dly
"	CRP P	1.57		.15	Dly
"	NLD P	1.55		.15	
"	LAX P	1.80		.20	Dly
"	MIA SI	1.24	1.12	.20	Frequently
"	LGA SI	1.33	1.21	.20	Frequently
"	EWR TC	1.40	1.20		Frequently
Niamey, Fr. W. Af.	IDL AF	2.50	1.88	20	Weekly
"	BOS AF	2.47	1.85	20	
Nice, France	LGA AO*	1.27	.98	15	Dly
"	BOS AO*	1.24	.96	15	T,Sa
"	IDL S	1.23	.93		Th
"	IDL SS	1.67	1.12	.20	W,F
"	IDL AF	1.23	.80	20	Dly
"	BOS AF	1.20	.87	20	Dly
"	LGA BO	1.23	.89	20	Su,T,Th
Nicosia, Cyprus	LGA AO*	1.73	1.30	.15	Dly
"	BOS AO*	1.70	1.28	15	T,Sa
"	LGA BO	1.64	1.14	20	F
Nome, Alaska	SEC P	.55	.23	15	Su,T,W,F
"	OAK TR	.74	.44½	15	
North Bay, Ont., Canada	LGA T^	2.64	.07$5	10	Dly
Noumea, New Caledonia	LAX P	2.01	1.52	.15	W,Sa
"	SFO P	2.01	1.52	.15	W,Su
"	PDX P	2.01	1.52	.15	
"	SEC P	2.01	1.52	15	
Nueva Gerona (Isle of Pines), Cuba	MIA EA	.14			Dly
Nueva Ocotepeque, Nueva Ocotepeque, Hon.	MSY TA	.47	.36		M,W,F
"	MEX TA	.27	.21		T,Th,Sa
Nuevo Laredo, Mexico	DAL B	.07	.06	10	Dly
"	FTW B	.07	.06	10	Dly
"	SAT B	.04	.03	10	Dly
"	LRD B	.04	.03	10	Dly
"	HOU B	.07	.06	10	Dly
"	CHI B	.13	.12	.10	Dly
Oaxaca, Mexico	MIA P	.71		.15	Dly
"	MSY P	.68		.15	Dly
"	HOU P	.33		.15	Dly
"	BRO P	.30		.15	Dly
"	CRP P	.33		.15	Dly
"	LAX P	.76		.15	Dly
Okinawa	EDF NW	2.35	1.76	.15	Four Wkly
"	CHI NW	2.66	2.00	.15	Four Wkly
"	CLE NW*	2.69	2.02	.15	Four Wkly
"	YIP NW*	2.68	2.01	.15	Four Wkly
"	LAX NW*	2.50	1.88	.15	Four Wkly
"	MKE NW	2.66	2.00	.15	Four Wkly
"	MPS NW	2.64	1.98	.15	Four Wkly
"	LGA NW	2.73	2.05	.15	Four Wkly
"	PIT NW	2.70	2.03	.15	Four Wkly
"	PDX NW*	2.50	1.88	.15	Four Wkly
"	SFO NW*	2.50	1.88	.15	Four Wkly
"	SEC NW	2.50	1.88	.15	Four Wkly
"	DCA NW	2.71	2.03	.15	Four Wkly
"	LAX P	2.50	1.88	.15	
"	SFO P	2.50	1.88	.15	
"	PDX P	2.50	1.88	.15	
"	SEC P	2.50	1.88	.15	
"	OAK TR	1.92	1.40	12½	
Oran, Algeria	LGA AO*	1.47	1.17	.15	Dly
"	BOS AO*	1.44	1.15	.15	T,Sa
"	IDL AF	1.23	1.04	20	Six Weekly
"	BOS AF	1.35	1.01	20	
Oruro, Bolivia	MIA P	1.18	.86	.15	Dly except Sa
"	MSY P	1.34	1.01	.15	Dly except F
"	HOU P	1.39	1.04	.15	Dly
"	BRO P	1.35	1.01	.15	Dly except Sa
"	CRP P	1.36	1.02	.15	Dly
"	NLD P	1.35	1.13	.15	
"	LAX P	1.51	.83	.15	Dly except F
Oslo, Norway	IDL SS	1.20	.83	20	T,Sa
"	LGA AO	1.20	.83	.15	Th
"	BOS AO*	1.17	.81	.15	Th
"	IDL S	1.20	.83		Th
"	LGA TR	1.00	.82	12½	
"	HFD TR	1.00	.82	12½	
"	LGA C*	1.18	.81	.30	
"	DCA C*	1.18	.81	.30	
"	LGA BO	1.20	.83	.20	Su,T,Th
"	IDL AF	1.20	.83	.20	Six Weekly
"	BOS AF	1.17	.81	.20	
"	IDL K	1.20	.83	.15	M,T,W,Th,F
"	EWR TC	1.00	.80	.25	
Ostrava, Czechoslovakia	LGA AO*	1.39	1.06	.15	T,F,Sa
"	BOS AO*	1.38	1.04	.15	F
Ottawa, Ont., Canada	LGA C	.16			Dly
Palembang, N.E.I.	LGA BO	2.68	2.36	.20	
Palermo, Italy	LGA AO*	1.54	1.20	.15	T,F,Sa
"	BOS AO*	1.53	1.18	.15	F
Panama City, Panama	MIA P	.39	.29	15	Twice Dly
"	MSY P	.47	.37	.15	Dly
"	HOU P	.50	.39	.15	Twice Dly
"	BRO P	.50	.39	.15	Twice Dly
"	CRP P	.50	.39	.15	Twice Dly
"	NLD P	.66	.47	.15	
"	LAX P	.83	.63	.15	Dly
"	MSY TA	.64	.48		M,W,F
"	MEX TA	.53	.38		T,Th,Sa
"	IDL PI	.51	.40	.10	T,W,F,Sa
"	DCA PI	.49	.38	.10	T,W,F,Sa
"	MIA SI	.38	.28	.10	Frequently
"	LGA SI	.47	.37	.10	Frequently
"	MIA K	1.41	1.02	.15	T,Sa
Paramaribo, Surinam	LGA P	.77	.59	15	Dly
"	MIA P	.73	.51	15	Dly
"	MSY P	1.14	.74	15	Dly
"	HOU P	1.23	.79	15	Dly
"	BRO P	1.15	.75	15	Dly
"	CRP P	1.18	.78	15	Dly
"	NLD P	1.25		15	
"	LAX P	1.48	1.15	15	Dly
"	MIA K	.73	.51	15	T,F,Sa
Paris, France	LGA AO*	1.09	.82	15	T,F,Sa
"	BOS AO*	1.06	.80	15	T,Sa
"	LGA SI	1.20	.79	.25	Frequently
"	IDL S	1.13	.82		Th
"	LGA TR	.85	.70	12½	
"	HFD TR	.85	.70	12½	
"	IDL SW	.91	.74	20	
"	DCA C*	1.13	.81	.30	
"	LGA C*	1.13	.81	.30	
"	LGA BO	1.09	.82	20	Su,T,Th
"	IDL SS	1.53	1.04	20	M,W,F
"	IDL AF	1.09	.82	20	Dly
"	BOS AF	1.06	.80	20	
"	IDL K	1.15	.83	.15	Dly except Su
"	LGA TW	1.09	.82	20	Dly
"	BOS TW	1.06	.80	.20	M,W
"	PHL TW	1.10	.84	.20	M,Sa
"	DCA TW	1.11	.85	.20	M,Sa
"	YIP TW	1.13	.87	.20	Sa
"	CHI TW	1.15	.89	.20	Sa
"	LGA P	1.09	.82	.15	
"	BOS P	1.06	.80	.15	
"	EWR TC	.85	.65	.15	
Parnahyba, Brazil	LGA P	1.33		.15	Sa,T
"	MIA P	1.19		.15	Sa
"	MSY P	1.38		.15	Th,Sa
"	HOU P	1.56		.15	Su,Th
"	BRO P	1.48		.15	Th,Su
"	CRP P	1.51		.15	Su,Th
"	NLD P	1.50		.15	
"	LAX P	1.67		.15	W,Sa
Pasto, Colombia	MIA P	.74	.50	15	Dly
"	MSY P	1.15		.15	Dly
"	HOU P	1.26		.15	Dly
"	BRO P	1.18		.15	Dly
"	CRP P	1.21		.15	Dly
"	NLD P	1.20		.15	
"	LAX P	1.45		.15	Dly
Peiping, China	CHI NW*	2.85	2.19	15	Four Wkly
"	CLE NW*	2.88	2.21	15	Four Wkly
"	YIP NW*	2.87	2.20	15	Four Wkly
"	LAX NW*	2.69	2.07	15	Four Wkly
"	MKE NW*	2.85	2.19	15	Four Wkly
"	MPS NW*	2.83	2.17	15	Four Wkly
"	SFO NW*	2.69	2.07	15	Four Wkly
"	SEC NW*	2.69	2.07	15	Four Wkly
"	DCA NW*	2.90	2.22	15	Four Wkly
"	LGA NW*	2.92	2.24	15	Four Wkly
"	PIT NW*	2.89	2.22	15	Four Wkly
"	PDX NW*	2.69	2.07	15	Four Wkly
Pereira, Colombia	MIA P	.64	.43	.15	Dly
"	LGA P	.75	.54	.15	Dly
"	MSY P	1.03		.15	Dly
"	HOU P	1.14		.15	Dly
"	BRO P	1.06		.15	Dly
"	CRP P	1.09		.15	Dly
"	NLD P	1.08		.15	
"	LAX P	1.33		.15	Dly
Pisa, Italy	IDL SW	1.08	.86	20	
Pointe Noire, Fr. Eq. Africa	IDL AF	2.56	1.92	20	Weekly
"	BOS AF	2.53	1.90	20	
Ponce, Puerto Rico	EWR TC	.30	.20		Frequently
Popayan, Colombia	MIA P	.68	.46	15	Dly
"	LGA P	.79	.57	15	Dly
"	MSY P	1.03		.15	Dly
"	HOU P	1.14		.15	Dly
"	BRO P	1.06		.15	Dly
"	CRP P	1.09		.15	Dly
"	NLD P	1.08		.15	
"	LAX P	1.33		.15	Dly
Port au Prince, Haiti	MIA P	.17	.15	.15	Dly
"	LGA P	.51	.44	15	Dly
"	MIA K	.25	.19	15	T,F
"	EWR TC	.45	.35		Frequently
Port Bell, Uganda	LGA BO	2.18	1.64	20	Su,T,F
"	MIA K	.25	.19	.10	
Port Gentil, Fr. W. Africa	IDL AF	2.56	1.92		
"	BOS AF	2.53	1.90		
Port of Spain, Trinidad	LGA P	.58	.49	15	Dly
"	MIA P	.56	.40	15	Dly except T
"	MSY P	.99	.67	.15	Dly
"	HOU P	1.08	.71	.15	Dly
"	BRO P	1.00	.67	.15	Dly
"	CRP P	1.03	.69	15	Dly
"	NLD P	1.20		.15	
"	LAX P	1.41		.15	Dly
"	MIA SI	.55	.39	.10	Frequently
"	LGA SI	.64	.48	.10	Frequently
"	MIA K	.56	.40	.15	Su,T,Th,Sa
"	EWR TC	.45	.35		Frequently

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Port Sudan, Ang.-Eg. Sudan	LGA BO	1 87	1 40	20	Sa,T
Porto Alegre, Brazil	LGA P	1 52	.89	.15	Dly
"	MIA P	1 42	.86	.15	Dly
"	MSY P	1 69	1 03	.15	Dly
"	HOU P	1 88	1 11	.15	Dly
"	BRO P	1 80	1 03	.15	Dly
"	CRP P	1 83	1 08	.15	Dly
"	NLD P	1 86	....	.15	.....
"	LAX P	2 14	....	.15	Dly .....
"	MIA SI	1 40	.84	.20	Frequently
"	LGA SI	1 49	.89	.20	Frequently
"	EWR TC	1 45	.89	....	Frequently
Prague, Czechoslovakia	LGA P	1 30	.93	.15	Dly
"	BOS P	1 27	.91	.15	Su,F
"	LGA AO*	1 32	1 00	.15	T,F,Sa
"	BOS AO*	1 31	.98	.15	F
"	LGA SI	1 30	.90	.25	Frequently
"	IDL S	1 30	.93	....	Th
"	LGA TR	1 00	.85	.12½	.....
"	HFD TR	1 00	.85	.12½	.....
"	IDL SW	1 03	.83	.20	.....
"	LGA C*	1 28	.91	.30	.....
"	DCA C*	1 28	.91	.30	.....
"	LGA BO	1 30	.93	.20	M,T,Sa
"	IDL SS	1 30	.93	.20	M,W,F
"	IDL AF	1 30	.93	.20	Dly except W
"	BOS AF	1 27	.91	.20	Dly except W
"	IDL K	1 30	.93	.15	Dly except Su
"	EWR TC	1 00	.85	.25	.....
Preston, Cuba	MIA P	.20	.15	.15	Dly
"	LGA BO	.96	.72	.20	.....
Prestwick, Scotland	LGA AQ	.96	.72	.15	T,F
"	BOS AO	.93	.70	.15	F
"	IDL SS	.96	.72	.20	M,T,W,F,Sa
"	UL T	.90	.67	....	.....
"	IDL SW	.81	.65	.20	.....
"	IDL K	.96	.72	.15	Dly except Su
Puebla, Puebla	DAL B	.41	....	.17	Dly
"	FTW B	.41	....	.17	Dly
"	LRD B	.27	....	.17	Dly
"	SAT B	.34	....	.17	Dly
Puerto Cabezas, Nic.	MSY TA	.60	.47	....	M,W,F
"	MEX TA	.48	.38	....	T,Th,Sa
Puerto, Cortes, Hond.	MSY TA	.49	.37	....	M,W,F
"	MEX TA	.36	.28	....	T,Th,Sa
Porto Suares, Bolivia	MIA P	1 32	.99	.15	Sa
"	MSY P	1 44	1 08	.15	F
"	BRO P	1 45	1 09	.15	F
"	LAX P	1 58	1 19	.15	Th
"	HOU P	1 49	1 12	.15	F
"	CRP P	1 46	1 10	.15	F
"	NLD P	1 51	....	.15	.....
Quibdo, Colombia	MIA P	.62	.42	.15	Sa
"	MSY P	1 14	....	.15	F
"	HOU P	1 27	....	.15	Sa
"	BRO P	1 19	....	.15	F
"	CRP P	1 22	....	.15	Sa
Quibdo (cont'd)	NLD P	1 21	....	....	.....
"	LAX P	1 45	....	.15	Th
Quito, Ecuador	MIA P	.74	.55	.15	Dly
"	LGA P	.85	.66	.15	Dly
"	MSY P	.82	.63	.15	Dly
"	HOU P	.85	.65	.15	Dly
"	BRO P	.85	.65	.15	Dly
"	CRP P	.85	.65	.15	Dly
"	NLD P	1 11	....	.15	.....
"	LAX P	1 18	.80	.15	Dly .....
"	MIA SI	.73	.53	.10	Frequently
"	LGA SI	.82	.62	.10	Frequently
Rabat, Fr. Morocco	IDL AF	1 55	1 16	.20	Dly
"	BOS AF	1 52	1 14	.20	.....
Rangoon, India	LGA BO	2 36	1 94	.20	Su,T,Th
Recife (Pernambuco) Brazil	LGA P	1 48	....	.15	Dly
"	MIA P	1 26	....	.15	Dly
"	MSY P	1 50	....	.15	Dly
"	HOU P	1 54	....	.15	Dly
"	BRO P	1 56	....	.15	Dly
"	CRP P	1 59	....	.15	Dly
"	NLD P	1 56	....	.15	.....
"	LAX P	1 84	....	.15	Dly .....
"	MIA SI	1 25	1 15	.20	Frequently
"	LGA SI	1 35	1 25	.20	Frequently
Regina, Sask., Canada	LGA T*	7 00	.25	.10	Dly
Reunion Island	IDL AF	3 70	2 78	.20	Weekly
"	BOS AF	3 67	2 75	.20	Weekly
Reykjavik, Iceland	LGA AO	.77	.58	.15	Su,T,Th
"	BOS AO*	.74	.55	.15	Th
"	EWR TC	.65	.50	....	Frequently
Rio de Janeiro, Brazil	LGA P	1 37	.84	.15	Dly
"	MIA P	1 26	.80	.15	Dly
"	MSY P	1 54	.91	.15	Dly
"	HOU P	1 68	.97	.15	Dly
"	BRO P	1 62	.92	.15	Su,Th
"	CRP P	1 64	.94	.15	Dly
"	NLD P	1 67	....	.15	.....
"	LAX P	1 94	....	.15	Dly .....
"	MIA SI	1 25	.79	.20	Frequently
"	LGA SI	1 35	.83	.20	Frequently
"	EWR TC	1 25	.84	....	Frequently
"	DAL B	1 37	.91	.20	Su,Th
"	HOU B	1 25	.87	.20	Su,Th

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Roberts Field, Liberia	IDL AF	1 95	1 46	.20	Thrice Wkly
"	BOS AF	1 92	1 44	.20	Thrice Wkly
Robore, Bolivia	MIA P	1 32	.99	.15	Sa
"	MSY P	1 44	1 08	.15	F
"	HOU P	1 49	1 12	.15	F
"	BRO P	1 45	1 08	.15	F
"	CRP P	1 46	1 10	.15	F
"	LAX P	1 58	1 19	.15	Th
"	NLD P	1 51	....	.15	.....
"	BOS AF	2 01	1 51	.20	Su,T,Sa
Roenne, Denmark	IDL SS	1 27	.86	....	M,W,F
Rome, Italy	LGA AO*	1 47	1 15	.15	T,F,Sa
"	BOS AO*	1 47	1 13	.15	F
"	LGA SI	1 50	.90	.25	Frequently
"	IDL S	1 33	.95	....	Th
"	LGA TR	1 05	.90	.15	.....
"	HFD TR	1 05	.90	.15	.....
"	IDL SW	1 12	.90	.20	.....
"	LGA C*	1 30	.90	.30	.....
"	LGA BO	1 33	.95	.20	Su,T,Th
"	IDL SS	1 79	1 20	.20	M,W,F
"	IDL AF	1 33	.95	.20	Dly
"	BOS AF	1 30	.93	.20	Dly
"	IDL K	1 33	.95	.15	M,Th,F
"	LGA TW	1 33	.95	.20	Dly
"	BOS TW	1 30	.93	.20	W,F
"	FBL TW	1 34	.97	.20	M,Sa
"	YIP TW	1 37	1 00	.20	Sa
"	CHI TW	1 39	1 02	.20	Sa
"	DCA C*	1 30	.90	.30	.....
"	DCA TW	1 35	.98	.20	M,Sa
"	LGA P	1 33	.95	.15	.....
"	BOS P	1 30	.93	.15	.....
"	EWR TC	1 00	.70	.25	.....
Saigon, Indo China	LGA AO*	3 03	2 26	.15	T,F,Sa
"	BOS AO*	3 02	2 24	.15	F
"	IDL AF	2 54	2 20	.20	Twice Wkly
"	BOS AF	2 51	2 18	.20	Twice Wkly
St. Croix, Virg. Is.	LGA P	.38	.32	....	.....
"	MIA P	.27	.21	....	.....
St. John, N. B.	BOS T*	2 14	.056	....	Dly
St. Johns, Antigua, B.W.I.	LGA P	.48	.41	.15	.....
"	MIA P	.45	.33	.15	.....
"	MSY P	.90	....	.15	.....
"	HOU P	1 18	....	.15	.....
"	BRO P	1 10	....	.15	.....
"	CRP P	1 13	....	.15	.....
"	NLD P	1 12	....	.15	.....
"	LAX P	1 35	....	.15	.....
St. Johns, N. F.	LGA AO*	.42	.32	.15	Dly
"	BOS AO*	.39	.30	.15	M,Th,F
"	BOS T	4 89	.1655	....	Dly
St. Lucia, B.W.I.	LGA P	.54	.47	.15	T,Th,Sa
"	MIA P	.53	.38	.15	Dly
"	MSY P	1 00	....	.15	Dly except Su
"	HOU P	1 15	.75	.15	Dly
"	BRO P	1 07	.71	.15	Dly except Su
"	CRP P	1 10	.72	.15	Dly
"	NLD P	1 18	....	.15	.....
"	LAX P	1 39	....	.15	Dly
St. Thomas, Virgin Is. (U.S.)	LGA P	.33	.29	.15	Dly
"	MIA P	.22	.18	.15	Twice Dly
"	EWR TC	.35	.30	....	Frequently
Salinas, Ecuador	MIA P	.78	.58	.15	Th,Sa
"	MSY P	.86	.66	.15	W,F
"	HOU P	.89	.68	.15	W,F
"	BRO P	.89	.68	.15	W,F
"	CRP P	.89	.68	.15	T,F
"	NLD P	1 13	....	.15	.....
"	LAX P	1 22	.92	.15	T,Th
Salisbury, So. Rhod.	LGA BO	2 47	1 85	.15	T,Th,Sa
Salta, Argentina	MIA P	1 29	.88	.15	Su,T,F
"	MSY P	1 42	1 07	.15	M,Th,F
"	HOU P	1 46	1 10	.15	M,Th,F
"	BRO P	1 42	1 07	.15	M,Th,F
"	CRP P	1 44	1 08	.15	M,Th,F
"	NLD P	1 46	....	.15	.....
"	LAX P	1 55	1 16	.15	Su,W,F
San Ignacio de Velasco, Bolivia	MIA P	1 28	.96	.15	Sa
"	MSY P	1 41	1 06	.15	F
"	HOU P	1 46	1 10	.15	F
"	BRO P	1 42	1 07	.15	F
"	CRP P	1 44	1 08	.15	F
"	NLD P	1 49	....	.15	.....
"	LAX P	1 55	1 16	.15	Th
San Jose, Bolivia	MIA P	1 31	.98	.15	Sa
"	MSY P	1 43	1 07	.15	F
"	HOU P	1 48	1 11	.15	F
"	BRO P	1 44	1 08	.15	F
"	CRP P	1 46	1 10	.15	F
"	NLD P	1 50	....	.15	.....
"	LAX P	1 56	1 17	.15	Th

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
San Jose, Costa Rica	MIA P	.50	.36	.15	Dly
"	MSY P	.47	.37	.15	Dly
"	HOU P	.50	.39	.15	Dly
"	BRO P	.50	.39	.15	Twice Dly
"	CRP P	.50	.39	.15	Twice Dly
"	NLD P	.57	.41	.15	.....
"	LAX P	.72	.56	.15	Dly .....
"	MSY TA	.47	.37	....	M,W,F
"	MEX TA	.31	.21	....	T,Th,Sa
San Juan, Puerto Rico	LGA P	.28	.28	.15	Dly
"	MIA P	.17	.15	.15	Thrice Dly
"	MIA SI	.27	.24	.10	Frequently
"	LGA SI	.35	.32	.10	Frequently
"	LGA TC	.30	.20	....	.....
"	EWR TC	.30	.20	....	.....
San Pedro, Sula, Honduras	MSY TA	.45	.34	....	M,W,F
"	MEX TA	.25	.19	....	T,Th,Sa
San Salvador, El Salvador	MIA P	.42	.31	.15	Dly
"	MSY P	.39	.29	.15	Twice Dly
"	HOU P	.50	.36	.15	Dly
"	BRO P	.41	.30	.15	Dly
"	CRP P	.44	.32	.15	Dly
"	NLD P	.44	.32	.15	.....
"	LAX P	.56	.45	.15	Dly .....
"	MSY TA	.39	.29	....	M,W,F
"	MEX TA	.20	.14	....	T,Th,Sa
Santa Clara, Cuba	MIA P	.13	.10	.15	Dly
Santa Cruz, Bolivia	MIA P	1 24	.93	.15	M,W,Sa
"	MSY P	1 38	1 04	.15	Su,T,F
"	HOU P	1 44	1 07	.15	Su,T,F
"	BRO P	1 39	1 04	.15	Su,T,F
"	CRP P	1 41	1 06	.15	Su,T,F
"	NLD P	1 44	....	.15	.....
"	LAX P	1 53	1 15	.15	M,Th,Sa
Santa Maria, Azores	LGA P	.78	.59	.15	Dly except
"	BOS P	.75	.57	.15	T
Santa Marta, Colombia	MIA P	.48	.33	.15	M,W,Sa
"	LGA P	.59	.44	.15	Dly
"	MSY P	.96	....	.15	Su,T,F
"	HOU P	1 14	....	.15	Su,T,F
"	BRO P	1 06	....	.15	Su,T,F
"	CRP P	1 09	....	.15	Su,T,F
"	NLD P	1 08	....	.15	.....
"	LAX P	1 33	....	.15	M,Th,Sa
Santiago, Chile	MIA SI	.85	1 28	.20	Frequently
"	LGA SI	.93	1 37	.15	Frequently
"	MIA P	1 30	.88	.15	Dly
"	MSY P	1 46	1 10	.15	Dly
"	HOU P	1 50	1 13	.15	Dly
"	BRO P	1 46	1 10	.15	Dly
"	CRP P	1 48	1 11	.15	Dly
"	NLD P	1 53	....	.15	.....
"	LAX P	1 60	1 20	.15	Dly .....
"	IDL PI	1 42	.99	.20	Tu,W,F,Sa
"	DCA PI	1 40	.97	.20	Tu,W,F,Sa
"	EWR TC	1 40	1 00	....	Frequently
Santiago, Cuba	MIA P	.18	.14	.15	Thrice Dly
Sao Luis, Brazil	LGA P	1 29	....	.15	Dly
"	MIA P	1 16	....	.15	Dly
"	MSY P	1 38	....	.15	Dly
"	HOU P	1 51	....	.15	Dly
"	BRO P	1 43	....	.15	Dly
"	CRP P	1 46	....	.15	Dly
"	NLD P	1 45	....	.15	.....
"	LAX P	1 62	....	.15	Dly
Sao Paulo, Brazil	LGA P	1 42	.86	.15	Dly
"	MIA P	1 32	.82	.15	Twice Dly
"	MSY P	1 56	.95	.15	Dly
"	HOU P	1 75	1 04	.15	Dly
"	BRO P	1 67	.99	.15	Dly
"	CRP P	1 70	.99	.15	Dly
"	NLD P	1 72	....	.15	.....
"	LAX P	1 99	....	.15	Dly .....
"	MIA SI	.81	1 30	.15	Frequently
"	LGA SI	.85	1 40	.15	Frequently
"	EWR TC	1 40	.85	....	Frequently
Sao Salvador, Brazil	LGA P	1 58	....	.15	Dly
"	MIA P	1 28	....	.15	Dly
"	MSY P	1 54	....	.15	Dly
"	HOU P	1 72	....	.15	Dly
"	BRO P	1 64	....	.15	Dly
"	CRP P	1 67	....	.15	Dly
"	NLD P	1 67	....	.15	.....
"	LAX P	1 94	....	.15	Dly .....
"	MIA SI	1 19	1 37	.20	Frequently
"	LGA SI	1 30	1 37	.20	Frequently
Seoul, Korea	EDF NW	2 30	1 73	.15	Four Wkly
"	CHI NW	2 56	1 92	.15	Four Wkly
"	CLE NW	2 59	1 94	.15	Four Wkly
"	YIP NW	2 58	1 94	.15	Four Wkly
"	LAX NW*	2 40	1 80	.15	Four Wkly
"	MKE NW	2 56	1 92	.15	Four Wkly
"	MPS NW	2 54	1 91	.15	Four Wkly
"	LGA NW	2 63	1 97	.15	Four Wkly
"	PIT NW	2 60	1 95	.15	Four Wkly
"	PDX NW*	2 40	1 80	.15	Four Wkly
"	SFO NW*	2 40	1 80	.15	Four Wkly

Destination	Airport and Airline	RATES (See Note) Per Lb (Under 100 Lbs.)	Per Lb (Over 100 Lbs.)	Per $100 Value	Depart
Seoul, Korea (Cont.)	SEC NW	2 40	1 80	15	Four Wkly
"	DCA NW*	2 61	1 96	15	Four Wkly
"	LAX P	2 40	1 80	15	
"	SFO P	2 40	1 80	15	
"	PDX P	2 40	1 80	15	
"	SFC P	2 40	1 80	15	
Shanghai, China	LGA P	2 86	2 54	15	T,Sa
"	BOS P	2 83	2 52	18	T,Sa
"	LAX P	2 50	1 88	15	Su,T,W,F
"	SFO P	2 50	1 88	15	Su,T,W,F
"	PDX P	2 50	1 88	15	
"	SEC P	2 50	1 88	15	
"	LBA BO	2 68	2 34	20	
"	SFO PH	2 50	1 88	15	W,Sa
"	HJR PH	2 00	1 50	15	W,Sa
"	LGA PH	2 73	2 05	15	T,F
"	CHI PH*	2 66	2 00	15	T,F
"	CLE PH*	2 69	2 09	15	T,F
"	YIP PH*	2 68	2 02	15	T,F
"	PIT PH*	2 70	2 03	15	T,F
"	LAX PH*	2 50	1 88	15	T,F
"	PDX PH*	2 50	1 88	15	T,F
"	SEC PH*	2 50	1 88	15	T,F
"	IDL AF	2 86	2 54	20	
"	BOS AF	2 83	2 52	20	
"	EDF NW	2 35	1 76	15	Four Wkly
"	CHI NW	2 66	2 00	15	Four Wkly
"	CLE NW	2 69	2 02	15	Four Wkly
"	YIP NW	2 68	2 01	15	Four Wkly
"	LAX NW*	2 50	1 88	15	Four Wkly
"	MKE NW	2 66	2 00	15	Four Wkly
"	MPS NW	2 64	1 98	15	Four Wkly
"	LGA NW	2 73	2 05	15	Four Wkly
"	PIT NW	2 70	2 03	15	Four Wkly
"	PDX NW*	2 50	1 88	15	Four Wkly
"	SFO NW*	2 50	1 88	15	Four Wkly
"	SEC NW	2 50	1 88	15	Four Wkly
"	DCA NW*	2 71	2 03	15	Four Wkly
"	LAX W	2 50	1 80	20	
"	PDX W	2 50	1 80	20	
"	SEC W	2 50	1 80	20	
"	IDL K	2 86	2 54	15	M
"	EWR TC	2 75	2 30	"	Frequently
"	OAK TR	2 34	1 70	20	
Shannon, Eire	LGA P	92	69	15	Dly
"	BOS P	89	67	15	Dly
"	LGA AO	92	69	15	Dly
"	BOS AO	89	67	15	M,T,Sa
"	LGA SI	1 10	70	25	Frequently
"	LGA TR	68	58	10	
"	HFD TR	68	58	10	
"	LGA SW	77	61	20	
"	UL T	86	65	"	
"	LGA BO	92	69	20	
"	IDL AF	92	69	20	
"	BOS AF	89	67	20	
"	LGA TW	92	69	20	Dly
"	BOS TW	89	67	20	W
"	PHL TW	93	71	20	M,Sa
"	YIP TW	96	74	20	Sa
"	DCA TW	94	72	20	M,Sa
"	CHI TW	98	76	20	Sa
"	EWR TC	75	60	25	
Sian, China	CHI NW*	2 88	2 22	15	Four Wkly
"	CLE NW*	2 91	2 24	15	Four Wkly
"	YIP NW*	2 90	2 23	15	Four Wkly
"	LAX NW	2 72	2 10	15	Four Wkly
"	MKE NW*	2 88	2 22	15	Four Wkly
"	MPS NW*	2 86	2 20	15	Four Wkly
"	LGA NW*	2 95	2 27	15	Four Wkly
"	PIT NW*	2 92	2 25	15	Four Wkly
"	PDX NW*	2 72	2 10	15	Four Wkly
"	SFO NW*	2 72	2 10	15	Four Wkly
"	SEC NW*	2 72	2 10	15	Four Wkly
"	DCA NW*	2 93	2 25	15	Four Wkly
Singapore, Mal. St.	LGA TR	2 45	1 57	25	Frequently
"	HFD TR	2 45	1 57	25	Frequently
"	OAK TR	2 29	1 84	20	
"	LGA BO	2 58	2 08	20	Su,T,Th
"	IDL AF	2 58	2 08	20	
"	BOS AF	2 55	2 06	20	
"	IDL K	2 58	2 29	15	Th
"	EWR TC	2 40	2 00	"	Frequently
Siuna, Nicaragua	MSY TA	55	42	"	M,W,F
"	MEX TA	43	33	"	T,Th,Sa
Sofia, Bulgaria	LGA AO*	1 62	1 27	15	T,F,Sa
"	BOS AO*	1 61	1 25	15	F
Sourabaya, Java, N.E.I.	LGA AO*	2 98	2 23	20	Dly
"	BOS AO*	2 95	2 21	15	T,Sa
"	LGA BO	2 77	2 32	20	Su,T,Th
"	IDL K	2 77	2 32	20	Dly except M
"	IDL AF	1 60	1 20	"	
"	BOS AF	1 57	1 18	"	
Stanleyville, Bel. Congo	LGA AO*	2 23	1 71	15	Dly
"	BOS AO*	2 25	1 69	15	T,Sa
"	IDL S	2 28	1 70	"	Th
Stavanger, Norway	LGA AO*	1 28	.91	15	Th
"	BOS AO*	1 25	.89	15	Th
"	IDL SS	1 28	.88	20	Tu,Sa
Stockholm, Sweden	IDL SS	1 28	.89	20	T,W,F,Sa
"	LGA AO	1 28	.89	15	Su,T,Th
"	BOS AO	1 25	.86	15	Th
"	LGA SI	1 40	.84	25	Frequently
"	LGA TR	1 05	.90	12½	
"	HFD TR	1 05	.90	12½	
"	LGA C*	1 26	.87	30	
"	DCA C*	1 26	.87	30	

Destination	Airport and Airline	RATES (See Note) Per Lb (Under 100 Lbs.)	Per Lb (Over 100 Lbs.)	Per $100 Value	Depart
Stockholm (Cont.)	LGA BO	1 28	.89	20	Su,T,Th
"	IDL AF	1 28	.89	20	Dly
"	BOS AF	1 25	.86	20	
"	IDL K	1 28	.89	15	Dly except Su
"	EWR TC	1 15	.80	25	
"	IDL S	1 28	.89	"	Th
Stornoway, Scotland	LGA AO*	1 06	.81	15	Dly
"	BOS AO*	1 03	.79	15	F
Stuttgart, Germany	LGA P	1 25	.94	15	
"	BOS P	1 22	.92	15	
"	IDL K	1 25	.94	15	Th,Sa
"	IDL AF	1 25	.94	"	
"	BOS AF	1 22	.92	"	
Suva, Fiji Islands	LAX P	1 75	1 32	15	M,T,Sa
"	SFO P	1 75	1 32	15	M,T,Sa
Sydney, Australia	LAX P	2 36	1 77	15	T,Sa
"	SFO P	2 36	1 77	15	T,Sa
"	PDX P	2 36	1 77	15	
"	SEC P	2 36	1 77	15	
"	LGA BO	3 41	2 56	20	Su,T,Th
"	SFO BO*	2 36	1 77	15	
"	SFO BC	2 36	1 77	"	Su, Alt Th
"	HJR BC	1 68	1 26	"	M, Alt F
"	VR BC	2 47	1 85	"	Su, Alt Th
"	OAK TR	2 12	1 57	20	
Sydney, N. S.	BOS T*	2 00	.0805	"	Dly
Talara, Peru	MIA P	.84	.62	15	Dly
"	MSY P	.92	.71	15	Dly
"	HOU P	.98	.73	15	Dly
"	BRO P	.95	.73	15	Dly
"	CRP P	.95	.73	15	Dly
"	NLD P	1 15		15	
"	LAX P	1 28	.97	15	Dly
"	DCA P	.95	.73	10	T,W,F,Sa
"	IDL PI	.98	.74	10	T,W,F,Sa
Tamatave, Madagascar	IDL AF	3 80	2 63	20	Weekly
"	BOS AF	3 47	2 60	20	
Tampico, Mexico	HOU P	.15	.11	15	Dly
"	BRO P	.10	.08	15	Dly
"	CRP P	.13	.10	15	Dly
"	LAX P	.76		15	Dly
Tananarive, Madagascar	IDL AF	3 45	2 59	20	Weekly
"	BOS AF	3 42	2 57	20	
Tangier, Morocco	LGA AO*	1 51	1 20	15	Dly
"	BOS AO*	1 48	1 18	15	T,Sa
"	IDL AF	1 61	1 21	20	
"	BOS AF	1 58	1 19	20	
"	IDL S*	1 63	1 22	"	Th
Tapachula, Mexico	MIA P	.42	.31	15	Dly
"	MSY P	.39	.29	15	Dly
"	HOU P	.42	.31	15	Dly
"	BRO P	.34	.25	15	Dly
"	CRP P	.37	.28	15	Dly
"	LAX P	.88		15	Dly
Tegucigalpa, Honduras	MIA P	.47	.34	15	Dly
"	MSY P	.44	.32	15	Dly
"	HOU P	.50	.38	15	Dly
"	BRO P	.45	.33	15	Dly
"	CRP P	.48	.35	15	Dly
"	NLD P	.48	.35	15	
"	LAX P	.61	.48	10	Dly
"	MSY TA	.43	.32	"	M,W,F
"	MEX TA	.23	.17	"	T,Th,Sa
Teheran, Iran	LGA AO*	2 10	1 58	15	Dly
"	BOS AO*	2 07	1 56	15	T,Sa
"	LGA SI	2 55	1 70	25	Frequently
"	LGA C*	1 83	1 37	30	
"	DCA C*	1 83	1 37	30	
"	LGA BO	1 85	1 39	20	Su,T,Th
"	IDL AF	1 85	1 39	20	Weekly
"	BOS AF	1 82	1 37	20	
"	IDL K	1 85	1 39	15	F
"	IDL SS	1 85	1 39	20	M,T,W,F,Sa
"	EWR TC	1 70	1 29	"	Frequently
Tel Aviv, Israel	LGA SI	2 25	1 50	25	Frequently
Tela, Honduras	MSY TA	.49	.37	"	M,W,F
"	MEX TA	.36	.28	"	T,Th,Sa
Tientsin, China	SFO NW*	2 67	2 05	15	Four Wkly
"	PDX NW*	2 67	2 05	15	Four Wkly
"	PIT NW*	2 87	2 20	15	Four Wkly
"	LGA NW*	2 90	2 22	15	Four Wkly
"	CHI NW	2 83	2 17	15	Four Wkly
"	CLE NW	2 86	2 19	15	Four Wkly
"	YIP NW*	2 85	2 18	15	Four Wkly
"	LAX NW*	2 67	2 05	15	Four Wkly
"	MKE NW	2 83	2 17	15	Four Wkly
"	MPS NW*	2 81	2 15	15	Four Wkly
"	DCA NW*	2 88	2 20	15	Four Wkly
"	SEC NW	2 67	2 05	15	Four Wkly
Tokyo, Japan	LGA P	3 24	2 79	15	Sa
"	LGA BO	3 25	2 79	20	
"	BOS P	3 21	2 77	15	Sa
"	LAX P	2 35	1 76	15	W,F
"	SFO P	2 35	1 76	15	W,F
"	PDX P	2 35	1 76	15	
"	SEC P	2 35	1 76	15	
"	EDF NW	2 25	1 69	15	Four Wkly
"	CHI NW*	2 51	1 88	15	Four Wkly
"	CLE NW*	2 54	1 91	15	Four Wkly
"	YIP NW*	2 53	1 90	15	Four Wkly
"	LAX NW	2 35	1 76	15	Four Wkly
"	MKE NW*	2 51	1 88	15	Four Wkly
"	MPS NW	2 49	1 87	15	Four Wkly
"	LGA NW	2 58	1 94	15	Four Wkly
"	PIT NW	2 55	1 91	15	Four Wkly

Destination	Airport and Airline	RATES (See Note) Per Lb (Under 100 Lbs.)	Per Lb (Over 100 Lbs.)	Per $100 Value	Depart
Tokyo, (Cont.)	PDX NW	2 35	1 76	15	Four Wkly
"	SFO NW*	2 35	1 76	15	Four Wkly
"	DCA NW	2 56	1 92	15	Four Wkly
"	OAK TR	1 80	1 31	12½	
Toronto, Ont., Canada	LGA A	.12	.07	.04	Dly
"	LGA T*	1 76	.041	10	Dly
Trieste, Italy	IDL AF	1 36	1 02	"	
"	BOS AF	1 33	1 06	"	
Trinidad, Cuba	MIA P	.15	.11	.15	Dly
Tripoli, Libya	LGA AO*	1 52	1 24	.15	Dly
"	BOS AO*	1 49	1 22	15	T,Sa
"	LGA BO	1 37	97	20	Su,T,Th
"	IDL AF	1 37	97	"	
"	BOS AF	1 34	95	"	
Trondheim, Norway	IDL SS	1 29	.88	20	T,Sa
Trujilio, Honduras	MSY TA	.51	.39	"	M,W,F
"	MEX TA	.38	.30	"	T,Th,Sa
Tsinan, China	CHI NW*	2 79	2 13	15	Four Wkly
"	CLE NW*	2 82	2 15	15	Four Wkly
"	YIP NW*	2 81	2 14	15	Four Wkly
"	LAX NW*	2 63	2 01	15	Four Wkly
"	MKE NW*	2 79	2 13	15	Four Wkly
"	MPS NW*	2 77	2 11	15	Four Wkly
"	LGA NW*	2 86	2 18	15	Four Wkly
"	PIT NW*	2 83	2 16	15	Four Wkly
"	PDX NW*	2 63	2 01	15	Four Wkly
"	SFO NW*	2 63	2 01	15	Four Wkly
"	SEC NW*	2 63	2 01	15	Four Wkly
"	DCA NW*	2 84	2 16	15	Four Wkly
Tsingtao, China	CHI NW*	2 76	2 10	15	Four Wkly
"	CLE NW*	2 79	2 12	15	Four Wkly
"	YIP NW*	2 78	2 11	15	Four Wkly
"	LAX NW*	2 60	1 98	15	Four Wkly
"	MKE NW*	2 76	2 10	15	Four Wkly
"	MPS NW*	2 74	2 08	15	Four Wkly
"	LGA NW*	2 83	2 15	15	Four Wkly
"	PIT NW*	2 80	2 13	15	Four Wkly
"	PDX NW*	2 60	1 98	15	Four Wkly
"	SFO NW*	2 60	1 98	15	Four Wkly
"	SEC NW*	2 60	1 98	15	Four Wkly
"	DCA NW	2 81	2 13	15	Four Wkly
Tucuman, Argentina	MIA P	1 31	.90	15	Su,T,F
"	MSY P	1 44	1 08	15	M,Th,Sa
"	HOU P	1 48	1 11	15	M,Th,Sa
"	BRO P	1 44	1 08	15	M,Th,Sa
"	CRP P	1 46	1 10	15	M,Th,Sa
"	NLD P	1 50		15	
"	LAX P	1 56	1 17	15	Su,W,F
Tumaco, Colombia	MIA P	.73	.49	15	Su
"	LGA P	.84	.60	15	Dly
"	MSY P	1 14		.15	F
"	HOU P	1 25		.15	F
"	BRO P	1 17		.15	W,Sa
"	CRP P	1 20		.15	W,Sa
"	NLD P	1 19		.15	
"	LAX P	1 44		15	Th
Tunis, Tunisia	LGA AO*	1 57	1 16	.15	T,F,Sa
"	BOS AO*	1 56	1 14	15	F
"	IDL AF	1 37	97	20	Four Wkly
"	BOS AF	1 34	95	20	Four Wkly
"	IDL K	1 37	.97	15	M,Th
"	LGA TW	1 37	.97	20	M
Tuxpan, Mexico	HOU P	.26		15	Dly
"	BRO P	.18		.15	Dly
"	CRP P	.21		.15	Dly
"	LAX P	.74		.15	Dly
Tuxtla Gutierrez, Mexico	MIA P	.62		.15	Dly except Sa
"	MSY P	.59		.15	Dly except F
"	HOU P	.50		.15	Dly
"	BRO P	.42		.15	Dly except Sa
"	CRP P	.45		.15	Dly
"	LAX P	.83		.15	Dly except F
Usumbura, Bel. Congo	IDL S	2 59	1 90	"	Th
Uyuni, Bolivia	MIA P	1 22	.87	.15	T,F
"	MSY P	1 36	1 02	.15	M,Th
"	HOU P	1 42	1 06	.15	M,Th
"	BRO P	1 37	1 03	.15	M,Th
"	CRP P	1 40	1 05	.15	M,Th
"	NLD P	1 39		15	
"	LAX P	1 52	1 14	.15	Su,W
Vancouver, B. C., Can.	SEC U	.04	.021	.10	Dly
"	LGA U	.90	.255	.10	Dly
"	LGA T*	10 13	.375	"	Dly
"	SFO BO*	.11	.08	.15	
"	SFO BC	.11	.08	"	W,Sa
"	HJR BC	.82	.61	"	
Varadero, Cuba	MIA P	.12	.09	15	Dly
Venice, Italy	IDL AF	1 38	1 04	"	
"	BOS AF	1 35	1 01	"	
Veracruz, Mexico	MIA P	.57		.15	Dly
"	MSY P	.53		.15	Dly
"	HOU P	.36		.15	Dly
"	BRO P	.28		.15	Dly
"	CRP P	.31		.15	Dly
"	LAX P	.76		.15	Dly
"	DAL B	.42		"	Dly
"	FTW B	.42		"	Dly
"	LRD B	.28		"	Dly
"	SAT B	.35		"	Dly
Victoria, Brazil	LGA P	1 66		20	Th,Sa
"	MIA P	1.41		20	Sa
"	MSY P	1 50		20	Th
"	HOU P	18 1		20	Th

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Victoria (Cont.)	BRO P	1 73	...	20	Th
"	CRP P	1 76	...	20	Th
"	NLD P	1 76	...	15	...
"	LAX P	2 05	...	20	W
Victoria, B. C.	LGA T*	10 13	.375	...	Dly
Victoria de las Tunas, Cuba	MIA P	15	11	10	Dly
Victoria Falls, So. Rhodesia	LGA BO	2 47	1 85	20	Su,T,Th
Vienna, Austria	LGA P	1 36	96	20	Dly
"	BOS P	1 33	94	20	Su,F
"	LGA AO*	1 36	1 07	15	Dly
"	BOS AO*	1 33	1 05	15	T,Sa
"	LGA SI	1 35	80	25	Frequently
"	LGA TR	1 05	90	12½	...
"	HFD TR	1 05	90	12½	...
"	LGA C*	1 34	94	30	...
"	DCA C*	1 34	94	30	...
"	LGA BO	1 36	96	20	Su,T,Th
"	IDL AF	1 36	96	20	...
"	BOS AF	1 33	94	20	...
"	EWR TC	1 20	80	25	...
Villahermosa, Mexico	MIA P	47	...	.10	Dly
"	MSY P	.43	...	.10	Dly
"	HOU P	.48	...	.10	Dly
"	BRO P	.40	...	.10	Dly
"	CRP P	.43	...	.10	Dly
"	LAX P	.53	...	.10	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Villavicencio, Colombia	MIA P	65	44	.10	Dly
"	MSY P	1 12	...	20	Dly
"	HOU P	1 23	...	20	Dly
"	BRO P	1 15	...	20	Dly
"	CRP P	1 18	...	20	Dly
"	NLD P	1 17	...	.15	...
"	LAX P	1 42	...	20	Dly
Vinby, Sweden	IDL SS	1 34	93	20	M,T,W,F,Sa
"	LGA AO*	1 34	94	15	T,W,F,Sa
"	BOS AO	1 31	91	15	Th
Wadi Haifa, Aug. Eg. Sudan	LGA BO	1 78	1 34	20	Su,T,Th,Sa
Wake Island	LAX P	1 54	1 16	20	Five Wkly
"	SFO P	1 54	1 16	20	Five Wkly
"	PDX P	1 54	1 16	15	...
"	SEC P	1 54	1 16	15	...
"	OAK TR	1 39	1 01	15	...
Warsaw, Poland	LGA AO*	1 43	1 04	15	Su,T
"	IDL SS	1 42	1 02	20	M,W,F
"	IDL AF	1 43	1 07	20	...
"	BOS AF	1 40	1 05	20	...
"	IDL S*	1 42	1 02	...	Th
Whitehorse, Canada	SEC P	35	14	.10	Su,T,W,F
Windsor, Ont., Canada	LGA A	20	...	...	Dly
"	CHI A	12	...	...	Dly
"	LGA T*	2 14	056	...	Dly
"	CHI T	.12	...	...	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Winnipeg, Man., Can.	LGA T*	5 75	.20	...	Dly
"	GFK W	64	...	20	Dly
Yakutat, Alaska	SEC P	45	18	15	...
Yaounde, Fr. Eq. Africa	IDL AF	2 26	1 70	...	...
"	BOS AF	2 23	1 67	...	...
Ziguinchor, Fr. W. Africa	IDL AF	1 79	1 34	...	...
"	BOS AF	1 76	1 32	...	...
Zinder, Fr. W. Africa	IDL AF	2 30	1 73	...	...
"	BOS AF	2 27	1 70	...	...
Zurich, Switzerland	LGA AO*	1 25	.98	15	Dly
"	BOS AO	1 22	96	15	T,Sa
"	LGA SI	1 20	77	25	Frequently
"	IDL SS	1 20	89	20	M,T,W,F,Sa
"	IDL S	1 20	89	...	Th
"	LGA TR	1 20	80	12½	...
"	HFD TR	95	80	12½	...
"	IDL SW	1 00	80	20	...
"	LGA C*	95	87	30	...
"	DCA C*	1 18	87	30	...
"	IDL AF	1 19	88	20	Six Weekly
"	BOS AF	1 16	86	20	...
"	IDL K	1 20	89	15	Dly except Su
"	LGA BO	1 22	92	20	Su,T,Th
"	EWR TC	1 22	70	...	Frequently
"	LGA TW	1 19	88	20	...
"	PHL TW	1 20	90	20	T
"	DCA TW	1 21	91	20	T

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